

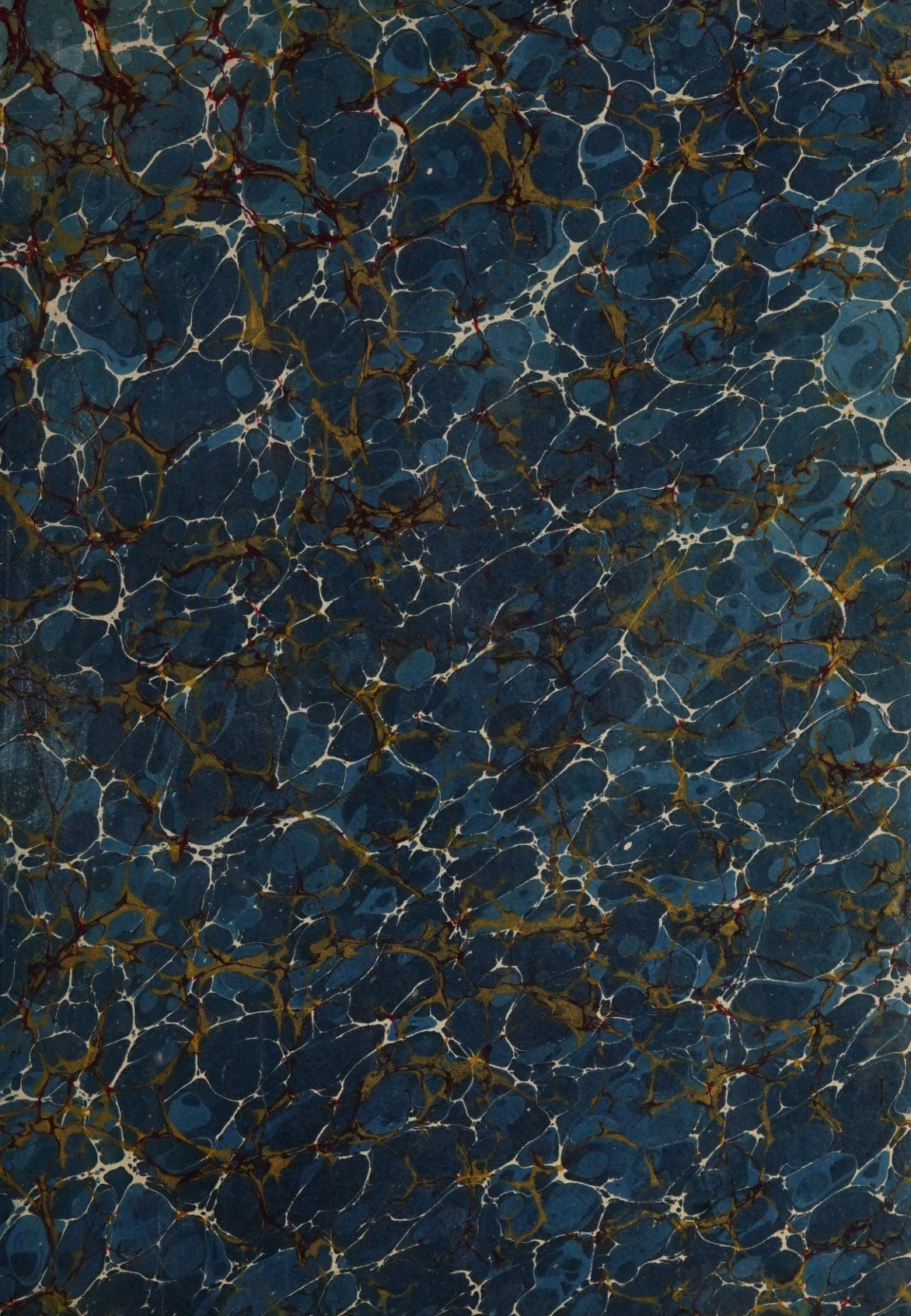
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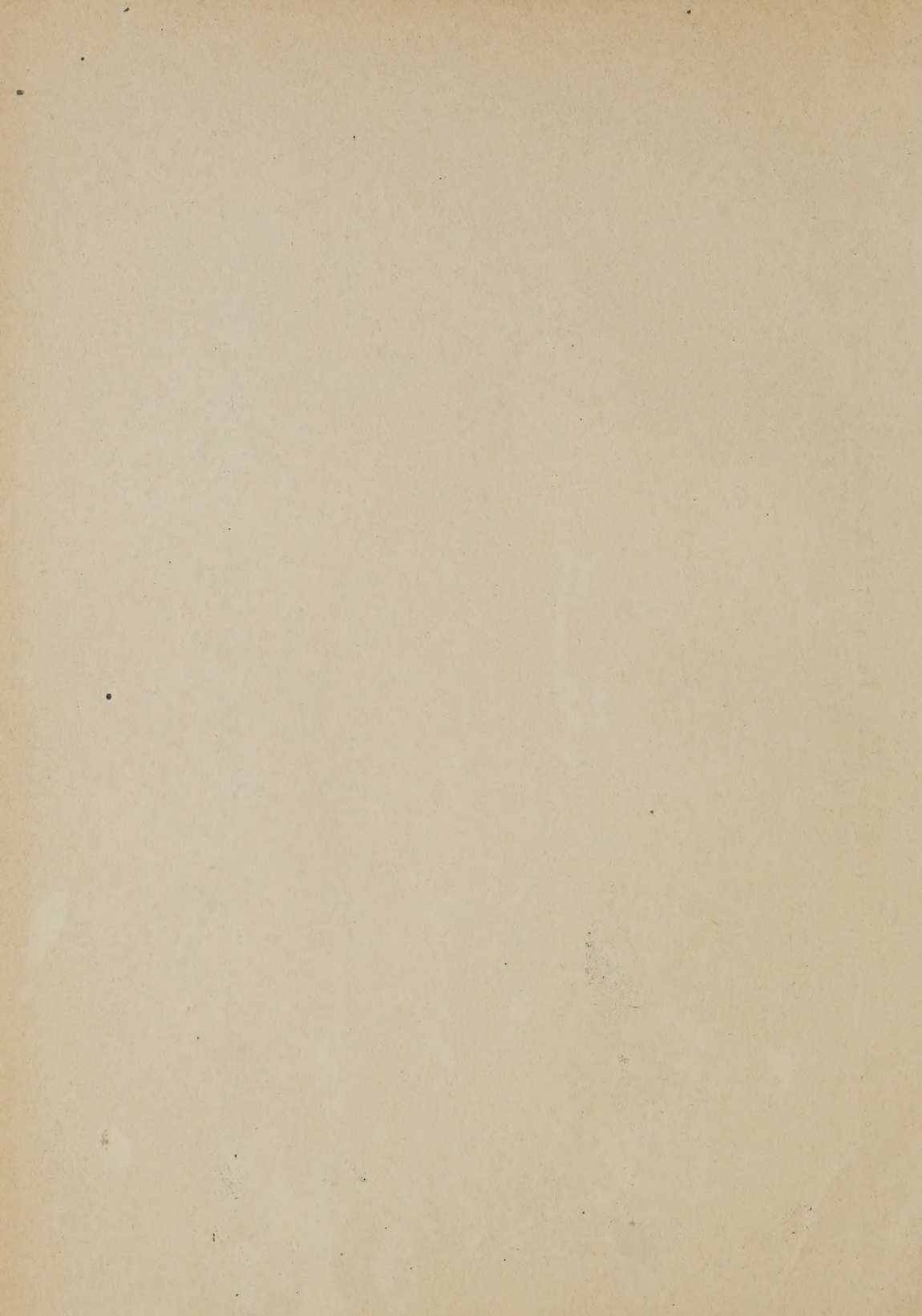


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THE NEWSPAPER
REFERENCE BOOK
OF CANADA



EMBRACING
Facts and Data Regarding Canada
AND
Biographical Sketches of Representative
Canadian Men
FOR USE BY NEWSPAPERS

TORONTO, CANADA
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PRESS OF
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PUBLISHERS' PREFACE

This Newspaper Reference Book is presented by the representative men of Canada—the men who have made Canada what she is to-day and have built up a nation of mighty promise for the future. It is intended as a gift to the press of the world, and especially that of the English-speaking part of it, and has for its object the better understanding abroad of our country and its people.


By furnishing to the press this condensed, accurate information regarding our country, its resources, commercial development and prospects, we hope and believe that the Dominion of Canada may thereby obtain from the public opinion abroad a just recognition of what it is and what it has accomplished. The story of Canadian progress is to be found herein, as well as the biographies of the representative Canadians of the present day.

The Newspaper Reference Book is a legitimate fruit of the law of evolution. Modern journalism takes note of events in the history of individuals as well as of peoples. When any noteworthy event in the life of a person of prominence in the social or business world occurs, the newspaper press regards it as within the line of its duty to publish a brief sketch of the person, in many cases giving, also, an etching or miniature likeness. When such a one pays the last debt of nature, these publications are a source of information to the public, as well as of satisfaction to friends, and may, in many instances, be valuable as a matter of record in cases involving the rights of living persons.

The difficulty of procuring information of the character indicated, just at a time when it is wanted, suggested to those connected with the Canadian Press the desirability of the preparation, arrangement and publication of biographical sketches in the form embodied in this work. Primarily, therefore, this publication is designed for the newspaper press of Greater Britain, and hence is, as first stated, a legitimate fruit of the law of evolution.

Copies will be placed with the metropolitan newspapers of Great Britain, the United States and the British Colonies, together with the leading newspaper offices of the Dominion, public libraries and those directly represented in the work, and here its circulation will end.

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THE DOMINION OF CANADA

FACTS BRIEFLY STATED REGARDING CANADA



THE DOMINION OF CANADA consists (1) of seven Provinces: Ontario, Quebec, Nova Scotia, New Brunswick, Prince Edward Island, Manitoba and British Columbia; (2) and of eight Territories: Assiniboia, Athabasca, Alberta, Saskatchewan, Ungava, Franklin, Mackenzie and Yukon.

Over one-half of the Dominion is located nearer the Equator than Great Britain.

The United States of America lies on the southern boundary, and a straight line drawn across our southern Provinces would be less than a hundred miles north of New York City and would be in the same latitude as Florence, Italy.

The population of Canada at the beginning of the twentieth century is as large as that of the United States in 1800.

Canada was the first of the British Colonies to demand and receive self-government, and the first to form a Confederation.

The Dominion has the longest continuous stretch of inland navigation in the world—2,384 miles from the St. Lawrence to the head of Lake Superior, equal to a distance from Liverpool to New York City.

It extends from the Atlantic to the Pacific Ocean, and has more square miles of territory than the United States without her new possessions added.

Quebec Province alone is three times as large as the British Islands.

Canada has over 17,000 miles of railway, representing a capital of over \$1,000,000,000.

It is over 3,600 miles from Sydney, Nova Scotia, on the Atlantic Ocean, to Victoria, British Columbia, on the Pacific, connected by one of the best equipped railroads in the world.

Canada has over 32,000 miles of telegraph wires—more than Italy, Spain, Turkey and Australia.

It has 17 universities and over 50 colleges.

There are in the Dominion over 18,000 Public Schools, with over 1,000,000 pupils, taught by 27,000 teachers.

Seventy-two per cent. of the Canadian population of all ages can read, and 80 per cent. of all adults can write.

Canada ranks *third* as a gold-producing country.

The greatest nickel deposits yet discovered, outside New Caledonia, are in Northern Ontario.

Deposits of iron ore sufficient to supply the world for centuries have been discovered.

Copper, graphite, and mica mines in abundance are being developed.

The American Geographical Society states that there are a million square miles of unexplored territory in Canada rich in minerals.

Canada has the largest wheat field in the world—900 miles long by 300 miles wide.

Forty-five per cent. of all Canadians are engaged in agriculture.

The great Canadian Northwest is large enough and rich enough to sustain 100,000,000 people.

Only one-fourth of the area of Canada is occupied.

One Province alone had a surplus of 80,000,000 bushels of grain in 1902.

Canada has over 10,000 post offices.

The Dominion has fewer than 100,000 Indians, and is educating over 10,000 Indian children, while the United States has nearly half a million Indians.

Millions of cattle and sheep are raised in the Northwest.

Sixty thousand men are engaged in lumbering operations.

There is more undeveloped water power in one Province than would be necessary to supply all the manufacturing industries of Great Britain.

Canada manufactures nearly all the lines of goods made in the United States.

It has enough pulpwood to supply paper for the world.

The Dominion ranks seventh on the list of maritime nations.

It has 250,000 acres of coal lands in the Crow's Nest Pass region, estimated to contain 20,000,000,000 tons.

The mines of Cape Breton contain sufficient coal to supply the steamships of the world for a century.

There is petroleum and natural gas enough in the Dominion to supply the home market and export largely to the United States.

The cheese and butter of Canada are acknowledged to be the best on earth.

Canadian apples bring the highest market price in Great Britain.

Equal civil and religious liberty is given to every class and to every moral creed.

The mountain scenery of the Rockies and the Selkirks is the grandest in the world.

The salmon fisheries and the canning factories in connection therewith are the greatest in the world.

Canadian barley (two-rowed) is largely purchased in the United States, where it cannot be grown with equal success.

The cold of the winter of the Canadian West is one of the causes of the fertility of the soil. The melting of the frost in the ground obviates the necessity of early spring rains.

The dryness of the Canadian cold weather causes it to be invigorating.

The great inland seas of fresh water make Canada an ideal home for the yachtsman.

The mineral wealth of Canada has not been fully explored. The fastnesses of the Rockies, the Mackenzie River, and the region about the Hudson's Bay and Labrador are as yet *terra incognita*.

Three additional transcontinental railroads are being exploited in Canada. Of these, one, the Great Northern, is now under construction, while the Grand Trunk Pacific Railway propose one at a cost of \$100,000,000.

These railways will be the shortest Transcontinental roads in America.

More capital has come into Canada from the United States within the last five years than in a quarter of a century before.

Settlers from the United States rapidly assimilate with existing conditions of Canadian progress and become British subjects.

The people of the Province of Quebec have retained many of the customs and most desirable qualities of the France of the seventeenth century, causing the life of Quebec to be the most picturesquely interesting in the world.

The City of Quebec contains many memorials of the history of Great Britain and France on two continents.

The degrees of cold registered by the thermometer are no indication of its effect on animal life on account of the dryness of the atmosphere.

The climate of Canada is recognized by scientists as conducive to physical and mental vigor.

The statement of Sir Charles Tupper that Western Canada would yet produce 100,000-000 bushels of grain was scoffed at as an exaggeration. The grain product of 1902, less than fifteen years afterwards, exceeds that amount by fifteen million bushels.

The summer climate of Canada and its scenic beauty of lake, river, field and forest make it the favorite resort of the Continent for the summer tourist.

The rapidly developing mining industries of Northern Ontario and British Columbia afford ample opportunity for profitable investment.

The development of the coal, iron and steel industries of Sydney, Cape Breton, shows indications of rivalling the prosperity of Pittsburg, Pa.

The stability of Government and the honest administration of justice is one of the marked features of Canadian life.

The feeling between the Canadian people and American citizens is cordial and kindly.

The standard of living is higher than in any European country.

Canada, to-day, is the world's land of promise.

Race and creed are not recognized in political life. Every one has an equal chance.

There is no landed aristocracy, and no class privileges.

Mendicancy or beggary is practically unknown.

The unwritten code of morals and manners in social and business life is as strict as any in the world.

There is an opportunity in Canada for any honest man or woman to make a comfortable livelihood.

False ideas regarding the climate are rapidly disappearing, and Canada is becoming known as "the Land of Sunshine."

Its Winter sports and pastimes are as enjoyably indulged in as the lacrosse, cricket, boating and base ball of the Summer.

Canada's best immigration agents have been her successful settlers.

The tide of immigration to the New World has turned towards Canada.

Among the wants of Canada are men for the farms and women for the homes.

The social life of Canada is healthy mentally, morally and physically.

A conspicuous quality of the Canadian is his loyalty to Canada.

Canada produces wheat of a better grade than any other in the world—the celebrated Manitoba No. 1 Hard.

The physical average of the Canadian Militia is higher than in any other civilian army.

In thirty years one Province, Manitoba, multiplied its population by thirty.

The desirability of Canada as a field of settlement is acknowledged by the tide of immigration from its nearest neighbor, the United States.

The supposed waste land east and south-east of Hudson's Bay produces sufficient pulpwood to supply the world for centuries.

Muskoka with its clear waters, high altitude and balsam-perfumed air, is becoming the summer health resort of the Continent.

One Province, Manitoba, produced in one year, 1902, 100,052,343 bushels of grain, of which 53,077,269 bushels were wheat.

One railway company, the Canadian Pacific, has in its service over 29,000 employees.

The Hudson's Bay Company is the oldest and largest fur-trading corporation in existence, and practically controls the fur-markets of the world.

Over 100,000 settlers came into Canada in 1902.

Canada is yet the Paradise of the Sportsman. Moose and deer yet haunt her woods and her lakes and rivers teem with salmon, trout and bass.

The highlands of the lake districts afford instant and permanent relief to those suffering from hay-fever.

The ozone of the air of the western plains of Canada is conducive to the health of consumptives.

The projected short route from Canada to Great Britain via Hudson's Bay will make Winnipeg as near Liverpool as Chicago.

The great Rocky Mountain health resort with the sulphur springs is sought by invalids throughout the world.

The utilization of the Niagara Falls for electric power, now in process of development, will revolutionize the manufacturing industry of half a continent.

There has never been an acute or dangerous stage of what the United States call "the Indian problem" in Canada.

There is no compulsory military service in Canada.

The descendants of those who fought for racial dominance in North America have firmly united in a common Canadianism.

Canadian enterprise has only been limited by the lack of the capital necessary for the development of a new country.

A thorough free education may be had in the public and high schools of Canada.

The professions are open to every one without distinction as to class or creed.

Fruit of all kinds is grown in abundance in Canada.

The peaches and grapes of South-western Ontario are celebrated throughout America.

Active measures are being taken to preserve Canada's wealth of timber-producing forests and restore the forest and waste lands.

Fresh water fish are found in abundance in every part of Canada.

The natural beauties of Canada and the salubrious climate are among its many attractions.

The freedom from political revolution and uncertainty is a guarantee of safety for life and property. Political disorder is unknown throughout the Dominion.

Crimes of violence are conspicuously exceptional.

The legal restraints upon the sale of intoxicants are reasonably strong and far-reaching and they are strictly enforced.

The public feeling in favor of temperance in the use of stimulants is strong.

Appointments to the judiciary are made on account of merit and standing at the bar, and are for life.

Canada is not afflicted by destructive cyclones or earthquakes.

In no part of settled Canada is locomotion rendered impossible by climatic reasons at any time of the year.

The snow-covered ground of the winter facilitates the pursuit of business and pleasure.

Any law-abiding Canadian may readily qualify as a registered voter. The requirements of the law as to property qualifications are easily fulfilled. Manhood suffrage practically exists.

HISTORICAL REVIEW



THE greater part of the northern half of North America is named the Dominion of Canada. Its area is over 3,600,000 square miles and is larger than the United States lying south of it. It is bounded on the east by the Atlantic Ocean, on the west by the Pacific, on the south by the Great Lakes and on the north by the Arctic Ocean. The only parts of this vast territory

not in Canada are Alaska, a portion of Labrador and the Island of Newfoundland. The knowledge of the first inhabitants of America is buried in the oblivion of the past except the remains of a curious ancient civilization of which we have evidence in the heaps of strange shapes found all over North America, many of them in the vicinity of Lake Superior. These mounds, as they are called, contain the bones of men and of animals, stone axes, copper tools, well-shaped pottery, and a variety of other articles skilfully fashioned. On the shores of Lake Superior old mines have been found where copper has been taken out in large quantities in the prehistoric past. The "mound builders," as these people were called, were followed by what we generically call Indians, a fiercer and ruder race, who lived by fishing and hunting, and divided into various tribes, continually waging war with each other. The Indians with whom the first settlers in Canada were brought in contact belonged to three different tribes or aggregations—the Algonquins inhabiting the region from the Atlantic to Lake Superior, the Hurons living in the Georgian Bay District, and the Five Nation Indians, or Iroquois, occupying the middle or western part of the State of New York. The Algonquins lived almost en-

tirely by fishing and hunting, but the Iroquois and Hurons tilled the ground to some extent and laid up stores of corn for the seasons when game was scarce. After the discovery of an island, one of the group now called the West Indies, in the year 1492, by Christopher Columbus, two navigators, John and Sebastian Cabot, sent out by Henry VII of England, explored the coast of Labrador and Newfoundland in 1497-98.

THE FOUNDING OF NEW FRANCE.

In the year 1534 Francis I, King of France, sent out from St. Malo an adventurous sea-captain, Jacques Cartier, who sailed to Newfoundland, entered the Straits of Belle Isle and passed into the Gulf of St. Lawrence. He landed at Gaspé and formally took possession of the country in the name of the French King. The next year he sailed up the River St. Lawrence and came to an Indian Village, Stadacona, where the city of Quebec now stands. Continuing his voyage he reached another Indian Village at the foot of a mountain which is called Mount Royal, hence the name of the commercial metropolis of Canada—Montreal. Six years afterwards another attempt was made to colonize Canada by Cartier and Sieur de Roberval, but it was unsuccessful and for half a century no other expedition was sent out by France. In 1603 a naval officer of high repute, Samuel de Champlain, and Pontgrave, a merchant of St. Malo, were sent out to open up a trade in furs with the Indians and at the same time to attempt to civilize them and convert them to Christianity. In subsequent years Champlain founded the city of Quebec and extended his voyages inland encountering many difficulties and dangers both from the nature of the wilderness and the hostility of the Iroquois. The profits of the fur trade

proving lucrative, rivalry existed to such an extent that through the influence of Richelieu, the principal Minister of Louis XIII, the sole right of trading in New France, as Canada was then called, was given to a company called "One Hundred Associates" conditional upon certain terms as to colonization and religious propaganda. Champlain, considered the founder of New France or Canada, was made governor of the new colony and labored unceasingly for its welfare and advancement until his death in 1635.

PROGRESS OF COLONIZATION.

The main object held in view by France in regard to Canada was the establishment in North America of a French power to dominate the Continent as against the fast growing power of the English colonies to the South, and the conversion of the Indians to the Roman Catholic faith. The religious orders of the Roman Catholic Church by the energy and devotion of their members strove ardently to fulfil that part of the French King's object and to them much of the early development of Canada is due as well as a knowledge of the history of those early times. In the carrying out of missions to the Indians by the Jesuit Fathers and others the vast possibilities of the country were disclosed and the process of civilization began. The history of Canada of those early times consisted of a succession of Indian wars. The Algonquins and the Hurons were friends of the French, while the Iroquois were bent upon the destruction of the feeble colony and its Indian allies. The population of European blood grew slowly and in 1662 was less than 2,000 souls. The colony made slow progress, Governor after Governor was appointed without any very progressive result, the Company of One Hundred Associates did nothing and Indian raids threatened its existence until in 1659 the Abbe Laval came to Canada and through his able and zealous offices did much to mould the destinies of Canada. The Hundred Associates lost their charter and Canada was placed under the government of the French King. A Governor, Intendant and Bishop were appointed and these aided by a

Supreme Council acted under the Government of the French King. M. de Mezy was the first Governor; Laval the first Bishop; Talon the first Intendant. At this time the famous Carignan regiment was sent to Canada to help the colony against the Iroquois. A number of settlers came bringing sheep, cattle, farm implements and a few horses and the population was increased to two thousand persons and the colony thus strengthened had peace for eighteen years and made considerable progress. Expeditions were sent to Georgian Bay, the Great Lakes and the Mississippi. The fur trade was the principal business of the colony. Canada did not grow as fast as the English colonies, mainly through the fact that the settlers were not permitted freedom in the management of their own affairs. The most striking figure in the history of New France and the ablest of all her Governors was Frontenac and during his term of office Canada was safe from the attacks of the Indians, and voyages of exploration were made by Joliet, Marquette and La Salle extending through the Northwest and South of North America. In 1690 an unsuccessful effort was made to drive the French out of Canada by the British colonists of New England. In 1697 the Treaty of Ryswick ended for a short time the war between England and France and in the next year Frontenac died. In 1702 the horrors of war broke out again in the New World and not until the Treaty of Utrecht in 1713 did the border settlers of America have peace and the colonies a chance to prosper. Canada at that time exported largely to France and the West Indies such products as staves, tar, tobacco, flour and peas. Roads were opened up and a letter post established. In 1702-22 Quebec had a population of seven thousand.

END OF THE FRENCH REGIME

During what is called the Seven Years' War, 1756-63, Great Britain and her colonies made a determined effort to conquer Canada and the French-Canadians made an equally determined defence. Marquis de Montcalm was appointed commander of the French troops in Canada and for a long time was successful. The campaign of 1759 was the most memorable in

French Canadian history and was distinguished by the skill of the generals on either side and the devoted bravery of the soldiers. On the 13th of September, 1759, General Wolfe in command of a British army eluded the French sentries and climbed the steep ascent of the Heights of Quebec and before the city of that name on the Plains of Abraham fought a battle which practically settled the question of British or French dominance on the North American continent. Despite a gallant fight Montcalm and his brave army were defeated, both he and his successful opponent receiving wounds from which they died, and Quebec surrendered a few days afterwards. By the Treaty of Paris, 1763, France ceded all Canada

UNDER BRITISH RULE.

to Great Britain. Governed from 1760 to 1774 practically under military rule, although the people were allowed the free use of their religion and were treated justly and kindly, still Canada was in a bad condition at this time from the faults of the last Intendant of the old regime, who had plundered the settlers and flooded the colony with worthless paper money. Not many more than sixty thousand inhabitants were scattered along the St. Lawrence between Montreal and Quebec. General Murray, the first Governor after 1763 and his successor Sir Guy Carleton tried to befriend the French and so displeased the English settlers. The French civil law was allowed to prevail while the demands of the English were attempted to be satisfied by giving them the English criminal law which included trial by jury. Both races were dissatisfied and at last, after considerable delay, the British Parliament in 1774 passed what has come to be called the Quebec Act to remedy the dissatisfaction, giving the French the same political rights as the British, establishing the right of the Roman Catholic clergy to collect tithes from their own people and making the French law or custom of Paris the law in civil cases and the English law the law in criminal cases. The Government was to consist of a Governor and Council appointed by the Crown. During the American Revolutionary War Canada remained loyal to the British Crown but was invaded by

an army under Montgomery and Arnold, the former of whom with a large force suffered defeat and death in the attempt to capture Quebec. Two expeditions were sent against Canada by the Americans, both unsuccessful in results. Upon the close of the American Revolution there was a large immigration into Canada of American colonists, who remained loyal to Britain and have come to be called United Empire Loyalists. The sum of £3,000,000 was voted for their assistance by the Government of Great Britain, and large and valuable grants of land in Nova Scotia, New Brunswick and in, what is now, Ontario were made for their benefit. Over twenty-five thousand of these American Loyalists are said to have made their homes in Canada.

CONSTITUTIONAL GOVERNMENT.

During all these years the people of Canada had been without a Parliament, but in 1791 the Constitutional Act was passed. At this time Canada had a population of one hundred and fifty thousand. Canada was divided into two Provinces, Lower Canada and Upper Canada, the Ottawa River, speaking generally, being the dividing line. Each Province was given a Governor, an Executive Council, a Legislative Council and a Legislative Assembly. The Governor and the two Councils were appointed by the Crown but the Legislative Assembly was elected for four years by the people. At the time of the passing of this Act there were only twenty thousand people in Upper Canada. During the War of 1812-15, Canada was invaded several times by the Americans, but though defeated in a few engagements was successful, not only in defending her soil from the attacks of the invaders at Queenston Heights, Chateaugay, Lundy's Lane, and in other battles, but also in carrying the war into the enemy's country by capturing Detroit, Ogdensburg, and other points of importance on the American border. By the Treaty of Ghent, 1815, peace was declared.

REBELLION OF 1837.

After the country had recovered from the depression consequent upon the war, public works such as canals, ship building, etc.,

began to be vigorously carried on, and lumbering became a flourishing industry. By 1837 the population of Upper Canada had reached nearly four hundred thousand and that of Lower Canada about six hundred and fifty thousand, schools were instituted and general prosperity prevailed. In 1837 a commercial crisis in the United States had bad effects on business throughout Canada. The defects of the Constitutional Act of 1791 had their outcome during this period and an agitation culminating in actual rebellion in both Lower and Upper Canada against what was deemed the injustice of the disposition of the Clergy Reserves, the want of responsible government and other minor causes. The Legislative Council or Upper House was composed of members appointed by the Crown and the Executive Council was composed of members chosen by the Governor. There were other charges of complaint, such as the retention by the Crown of control over the receipts of Customs duties and the sale of public lands, the exclusion in Lower Canada of Roman Catholics from places of trust, and in Upper Canada, the filling of the chief offices of Government by the members of a few families united into what has been called the Family Compact. When the rebellion broke out in Lower Canada under Louis Joseph Papineau and Doctor Wolfred Nelson, it was followed by an insurrection in Upper Canada under William Lyon Mackenzie, an ex-member of the House of Assembly. Both insurrections were put down but not without bloodshed and much bitterness of spirit and loss of property. To it much is due for the establishment of better government in Canada.

UPPER AND LOWER CANADA UNITED.

In 1841 the Act of Union between Upper and Lower Canada became law and responsible government was practically established. In 1842 the Ashburton Treaty was made defining the boundaries as at present existing between Canada and the United States, and providing for the extradition of certain criminals from one country to the other. In 1844 the Public and High School

system of education was organized by Dr. Ryerson. In 1847 during the administration of Lord Elgin, the Customs duties imposed by the British Government on goods entering Canada were removed. Rebellion Losses bills were passed 1847-9, to indemnify persons in both Provinces for losses sustained by the recent rebellion. The British Parliament transferred the Post Office Department to the Canadian Government in 1851; the Grand Trunk and Great Western Railways were begun; the Municipal Loan Act passed; in 1854 a Reciprocity Treaty was made between Canada and the United States for the interchange of natural products to last for ten years; Seigneurial Tenure was abolished and the Clergy Reserves secularized. In 1855 the Militia Act was passed and in 1858 Decimal Currency was introduced; the first Atlantic Telegraph cable laid, and Ottawa chosen by Queen Victoria to be the capital of Canada. In 1860 the Prince of Wales visited Canada and in 1866 Canada was disturbed by Fenian raids from the United States.

CONFEDERATION OF THE PROVINCES.

The growth of Canada had been steady during this period, the removal of British Customs duties and the adoption of the Reciprocity treaty having given a great impetus to trade and industry. The tide of British immigration set in strongly towards Upper Canada, which soon outstripped the Lower Province in wealth and population. According to the census of 1861 the total number of inhabitants of the united provinces was 2,507,657, of whom 1,396,091 were in Upper Canada, and 1,111,566 in Lower Canada. The Act of Union passed in 1841 had given the two provinces equal representation in Parliament, but with the expansion of Upper Canada an agitation arose for representation according to population. This and other questions caused a feeling of jealousy and antagonism between the provinces, which resulted in an era of bitter party strife over race and sectional issues. The nature of the struggle in which parties were largely divided by provincial lines, rendered the tenure of office by any Administration precarious, and resulted

in a deadlock between the Conservative party, then under the leadership of Sir John A. Macdonald, Sir George Etienne Cartier and Sir Etienne P. Taché, and the Reform or Liberal party, of which the more conspicuous leaders were Hon. George Brown, Hon. Alexander Mackenzie, and Hon. John Sandfield Macdonald. Finally a solution of the difficulty was found by a federal union of the Canadian Provinces with the Maritime Provinces of Nova Scotia and New Brunswick, under a constitution providing for the subsequent admission into the confederation of other provinces then existing, or to be created in the future. The British North America Act, embodying the constitution of the Dominion of Canada, was passed by the Imperial Parliament in 1867, and came into force on the 1st of July of that year. In accordance with its provisions the Government of the Dominion consists of a Governor-General, representing the Crown, and a Federal Parliament of two houses, the Senate and the Commons, the former appointed for life by the Crown and the latter elected by the people. Each Province was given a Lieutenant-Governor and a Provincial Legislature for the management of its local affairs. The name of Upper Canada was changed to Ontario, and Lower Canada resumed the designation of Quebec, by which it had formerly been known. The city of Ottawa was selected as the capital of the Dominion on account of its central position. The first Governor-General sent out upon the establishment of the Dominion was Lord Monck. Sir John A. Macdonald became Premier of the first Administration, in which both political parties were represented.

THE MARITIME PROVINCES.

The Provinces of Nova Scotia and New Brunswick were originally owned by France under the name of Acadia, and were finally ceded to Great Britain by the treaty of Utrecht in 1713. In 1758 the country received a constitution which provided for its government by an Assembly elected by the people, and a Council named by the Crown. The population was sparse until after the close of the American Revolution, when several thousand United

Empire Loyalists settled in the country, which in 1784 was divided into the two Provinces of Nova Scotia and New Brunswick. Cape Breton Island, formerly a separate Province, was annexed to Nova Scotia in 1820. In 1838 Nova Scotia obtained responsible government, since which time it has made rapid progress. The population of New Brunswick, largely increased by the influx of U. E. Loyalists, was further augmented after the war of 1812-15, when a number of disbanded soldiers settled there.

THE GREAT NORTHWEST.

The first accession to the Dominion after Confederation was the great Northwest, or Hudson's Bay Territory. In 1868 the British Parliament, upon the expiry of the Hudson's Bay Company's charter, granted this territory to the Dominion, and out of it the Province of Manitoba and the Northwest Territories have been formed. The transfer of authority did not take place without some disturbance and bloodshed. The half-breed inhabitants of the Red River settlement, headed by Louis Riel, fearing that their rights would be interfered with, rose in revolt and established a provisional government, which was dispersed and order re-established by a military expedition under Sir Garnet Wolseley, after an arduous journey through the wilderness. The Manitoba Act, which defined the limits and government of Manitoba, and admitted that Province into the Dominion with a constitution largely similar to that of Ontario was adopted in 1870. The Northwest Territories were subsequently organized under a modified form of responsible government. The districts comprise Keewatin, Alberta, Saskatchewan, Assiniboia and Athabasca, which are ruled by a Lieut.-Governor, with a Council and Legislative Assembly sitting at Regina. Latterly the Yukon District has been constituted in the extreme north-western portion of the Dominion.

BRITISH COLUMBIA.

In 1871 the Province of British Columbia was added to the Dominion. British Columbia and Vancouver Island were formerly separate provinces. The former was first visited in

1770 by an agent of the Hudson's Bay Co., and was for some time known as "New Caledonia." Vancouver Island was discovered in 1792 by Capt. Vancouver, a British naval officer, in whose honor it was named. The Hudson's Bay Co. founded trading posts on the British Columbia mainland in 1806, and established themselves on Vancouver Island in 1843. A colony was established on the island under the auspices of the Company in 1849, and in 1856 representative institutions were granted to the settlers. The discovery of gold on the mainland attracted an enormous rush of miners and speculators in 1856 and the two following years, and settlement progressed rapidly. Another large influx of gold-seekers took place in 1862. A Government was organized in British Columbia in 1858, Sir James (then Mr.) Douglas being appointed Governor. In 1866 the colonies of Vancouver Island and British Columbia were united under the latter designation, and five years later admitted as a Province of the Dominion.

PRINCE EDWARD ISLAND.

Prince Edward Island united with her sister provinces in 1873. This Province during its occupation by the French was known as St. John's Island, and was ceded by them under the terms of the Treaty of Paris in 1763, when it became part of Nova Scotia. The land was divided under leasehold among officers of the British army and navy. The Province received a separate Government in 1773, and in 1857 was granted responsible government. It has a larger population in proportion to its size than any other Province, and its people have always enjoyed a fair measure of prosperity.

POLITICAL STRUGGLES.

The immediate result of Confederation was a softening of the asperities of party strife and a consequent increase of stability in administration. This condition of matters was only transitory, however, and on Hon. George Brown withdrawing his support from the Ministry owing to a disagreement with them over negotiations preceding the adoption of the Washington Treaty, political animosities broke

out with renewed virulence. A strong opposition was aroused by the policy of Sir John Macdonald with regard to the construction of the Canadian Pacific Railway, which resulted in the defeat of the Conservative party at the polls and the formation of a Liberal administration under the premiership of Hon. Alexander Mackenzie in 1874. His Government only remained in power during one Parliament. A period of industrial depression set in which brought the question of protection to native industry prominently to the front. Mr. Mackenzie and his followers maintained the principle of a tariff for revenue only, while the Conservatives advocated the adoption of a National Policy—popularly known as the N.P.—under which the duties on imports would be so framed as to encourage home production. A strong agitation in favor of the National Policy was carried on, which in the elections of 1878 resulted in the return of a majority favorable to protection and the resignation of the Mackenzie Ministry. Sir John Macdonald again became Premier, and in 1879 adopted the N.P. Tariff, imposing considerably higher duties than those formerly in force on most classes of foreign goods. An important piece of legislation passed by the Mackenzie Government during their regime was the Ballot Act, abolishing open voting at elections and substituting the ballot.

IMPORTANT POLITICAL MEASURES.

Among other political measures since Confederation was the increase of representatives in Parliament—there being now ninety-two from Ontario, sixty-five from Quebec, sixteen from New Brunswick, twenty-one from Nova Scotia, six from Prince Edward Island, five from Manitoba, six from British Columbia, and four from the Northwest Territories. A Supreme Court was established in 1875. In 1876 disputes between the United States and Great Britain on the questions of the Fisheries, Boundaries, Fenian Raids, and the Alabama Claims were settled by the Treaty of Washington. It was negotiated at Washington by a Joint High Commission, of which Sir John A. Macdonald was a member. The Treaty pro-

vided for: (1) The settlement of the Alabama Claims. (2) The settlement of the boundary between British Columbia and Washington Territory. (3) The settlement of the fisheries question by a Commission which met at Halifax, and decided in 1878 that the United States should pay Canada the sum of five million five hundred thousand dollars for the privilege allowed American citizens to fish in Canadian waters.

NORTHWEST REBELLION.

In 1885 the discontent of a number of half-breeds in the Northwest Territories located principally along the Saskatchewan, fomented by Louis Riel, the whilom leader of the insurrection on the Red River in 1870, culminated in active rebellion. Several bodies of Indians took part with the half-breeds. Several thousand Canadian volunteers, under the command of General Middleton, after some minor engagements succeeded in restoring order. Riel and some of his fellow rebels were captured, tried and hanged.

In 1885 the Franchise Act, making the franchise uniform and extending it considerably became law.

RECENT PROGRESS.

The development of Canada during the last twenty years has been phenomenal. The great transcontinental railroad, the Canadian Pacific, has been completed from ocean to ocean, Manitoba and the Northwest Territories have received an enormous increase of population, and the settlement of the fertile places of the West has proceeded with great rapidity. British Columbia, through the development of her mining and fishing resources, has also made wonderful advancement. The Northwestern portion of Ontario known as New Ontario has been the scene of lumbering and mining enterprise, and has disclosed a wealth that has astonished the world. Progress and prosperity have marked the life of Canada during the last

quarter of a century, presaging the incoming tide of greatness and wealth that the fertility of her soil and the richness of her mines and forests are rapidly bringing. Railway construction, facilities for the marketing of her products, great manufacturing enterprises, the rapid settlement of her vacant lands, and the development of the mineral wealth of British Columbia and the Yukon have been the distinguishing marks of that progress.

THE LAURIER ADMINISTRATION.

In the political Government of Canada, the Liberal-Conservative party continued to hold the reins of power in Dominion affairs after the death of Sir John A. Macdonald, under the premiership of Sir John J. C. Abbott, of Sir John Thompson, of Sir Mackenzie Bowell, and of Sir Charles Tupper until July, 1896, when they were succeeded by a Liberal administration under the premiership of Sir Wilfrid Laurier, which was continued in power by the general elections of 1901. The present members of the Dominion Ministry are as follows: President of the Privy Council, Right Hon. Sir Wilfrid Laurier, G.C.M.G.; Minister of Trade and Commerce, Hon. Sir Richard J. Cartwright, G.C.M.G.; Secretary of State, Hon. Richard William Scott; Minister of Justice, Hon. Chas. Fitzpatrick, K.C.; Minister of Marine and Fisheries, Hon. James Sutherland; Minister of Militia and Defence, Hon. Frederick W. Borden; Postmaster-General, Hon. Sir William Mulock; Minister of Agriculture, Hon. Sydney A. Fisher; Minister of Public Works, Hon. Raymond Prefontaine; Minister of Finance, Hon. Wm. S. Fielding; Minister of the Interior, Hon. Clifford Sifton; Minister of Railways and Canals, Hon. Andrew G. Blair; Controller of Customs, Hon. Wm. Patterson; Controller of Inland Revenue, Hon. Michael C. Bernier; Minister without Portfolio, Hon. William Templeman.

CONSTITUTION AND GOVERNMENT

The basis of the Canadian Constitution is the British North America Act of 1867, as interpreted from time to time by decisions of the Judicial Committee of the British Privy Council, which is the final court of appeal on points of constitutional law. The executive government and authority and the chief command of all naval and military forces are vested in the Sovereign who is represented in Canada by a Governor-General appointed for a term of five years. Practically, the government is in the hands of a Cabinet, consisting of members of the King's Privy Council for Canada, the Executive Committee of which comprises those members of the Dominion Parliament who are for the time being Ministers of the Crown. These are in most cases the heads of the various administrative departments, but in some instances are members without portfolio. They form the Government of the day, and in order to remain in office must have the confidence of a majority of the members of the House of Commons. In brief, the relations of the administration to the Crown on the one hand, and to the representatives of the people on the other, are precisely the same as those which obtain in Britain, in accordance with the principles of responsible government. Members of the Privy Council are entitled to the designation "Honorable" for life. The Governor-General assents in the King's name to all measures passed by the Dominion Parliament, but he has the power to refuse such assent and reserve the bills for His Majesty's consideration. He also has authority to disallow acts passed by the Provincial Legislatures within one year after their adoption—a power which has so far been sparingly exercised. He receives a salary of \$50,000 and a liberal allowance for expenses.

THE DOMINION PARLIAMENT.

The Dominion Parliament consists of two Houses. The members of the Upper House, styled the Senate, are nominated for life by the Crown. They must be over 30 years of age and British subjects, possess \$4,000 worth of real estate, and must reside in the Province

for which they are appointed. The number of Senators at the outset was 72, 24 of whom were appointed from Ontario, 24 from Quebec, and 12 each from Nova Scotia and New Brunswick. The present number is 81, distributed as follows: 24 each from Ontario and Quebec, 10 each from Nova Scotia and New Brunswick, 4 each from Prince Edward Island and Manitoba, 3 from British Columbia, and 2 from the Northwest Territories. Each Senator receives a sessional allowance of \$1,500 and travelling expenses.

The House of Commons is composed of members elected by the people under a franchise fixed by the respective Provinces. They must be 21 years of age and British subjects, but need not possess any property qualification. The number of members fixed at the time of Confederation was 181, the representation of the different Provinces being as follows: Quebec, 65; Ontario, 82; Nova Scotia, 19; and New Brunswick, 15. The present number is 213, of whom Ontario sends 92; Quebec, 65; Nova Scotia, 20; New Brunswick, 14; Prince Edward Island, 5; Manitoba, 7; British Columbia, 6; and the Northwest Territories, 4. The average population to each member is 22,688. Each member receives an allowance of \$1,500 and mileage every session.

A redistribution of the representation takes place every 10 years on the basis of the returns of population made by the decennial census. The number of members for Quebec remains fixed at 65, and the other Provinces are given representation in such proportion as the number 65 bears to the population of Quebec. The ordinary term of a Parliament is five years, unless there is some special reason such as a Cabinet crisis for dissolving Parliament and appealing to the people in the meantime.

The administration of public affairs is carried on by the following departments: Trade and Commerce, State, Justice, Marine and Fisheries, Militia and Defence, Post Office, Agriculture, Public Works, Finance, Interior, Railways and Canals, Customs and Inland Revenue.

THE PROVINCIAL GOVERNMENTS.

At the head of each Provincial Government is a Lieutenant-Governor appointed by the Governor-General for a term of five years. These appointments are usually given to men who have been prominent in public life in connection with the Provinces for which they are appointed. The composition of the Legislatures vary somewhat in the different Provinces. In Ontario, Manitoba, New Brunswick and British Columbia there is only a single Chamber, the members of which are elected by popular vote. Quebec and Nova Scotia have in addition Legislative Councils, appointed for life by the Lieutenant-Governor, while in Prince Edward Island the members of the Upper House are elected. The Legislative Assemblies are elected for a term of four years. The chief departmental officers who form the Provincial Cabinets are selected from the Legislatures, but occasionally some of the Ministers hold no administrative positions. As in the case of the Dominion, the principle of responsible government prevails in the various Provinces, and each Ministry must have the support of a majority of the representatives in the Legislative Assembly. The elective franchise is in all the Provinces, with the exception of Prince Edward Island, practically manhood suffrage, with conditions as to residence and citizenship.

FEDERAL AND PROVINCIAL JURISDICTION.

The Union of the Provinces being a federal and not a legislative one, the respective spheres of the Dominion and Provincial Governments are closely defined as to the subjects which fall under their several jurisdictions. The question of the respective rights and powers of the federal and state authorities having proved a source of much difficulty and contention in the United States, great care was taken by the framers of the Canadian constitution to avoid any possible trouble on that score, by a clear limitation of the powers of the Provincial Government to matters distinctly specified as being of local concern. The great and essential difference between the Federal Union of Canada and that of the United States lies in the distinct recognition of

the fact that the Sovereign power rests with the Dominion and not with the Provinces. When the American constitution was adopted it was admitted that the sovereignty inhered in the individual States and the Federal Government gained only such measure of authority as was conceded to it by the members of the Union. The Canadian constitution reverses this principle. When the Dominion was established the sovereign power of the Crown was deputed to the Federal Government, the Provinces obtaining only such authority as was expressly conceded to them. The Dominion Parliament has control of the general affairs of the Dominion, including all matters not specifically delegated to the Provincial authorities.

The chief subjects coming exclusively within the scope of the Dominion Parliament comprise the regulation of trade and commerce, the postal system, public debt, taxation, borrowing money on the public credit, militia and defence, navigation and shipping, fisheries, currency and coinage, banking, weights and measures, bills and notes, bankruptcy, patents and copyrights, Indians, naturalization, marriage and divorce, penitentiaries and criminal law.

The Provincial Legislatures have control of direct taxation in the Provinces, borrowing money on Provincial credit, the management and sale of Provincial lands and timber, the establishment and maintenance of prisons, hospitals, asylums and charitable institutions, liquor licenses, public works situated wholly within their own limits, the administration of justice, including the organization of Provincial courts, education, municipal institutions and generally all matters of a local or private character.

Either English or French is spoken in the debates in the Parliament of Canada and the Legislature of Quebec, but elsewhere English is the rule. In the records and public documents of the Dominion both languages are used.

THE JUDICIARY.

The Judges of the Superior, District and County Courts, with some few exceptions, are appointed by the Governor-General. The Judges hold office during good behavior, and their

salaries are fixed by the Canadian Parliament. A Supreme Court, consisting of a Chief Justice and five Associate Judges was established in 1875. Appeals can be taken from the decisions of Provincial Courts to the Judicial Committee of the British Privy Council in cases where the parties do not carry the case to the Supreme Court, and by special leave an appeal can be taken from the judgment of the Supreme Court of Canada to the Judicial Committee of the Privy Council. The ultimate appeal to the Privy Council is regarded as a guarantee of an absolutely fair decision, as the Government of Great Britain is too far removed to be biased by partisan or sectional considerations.

THE HIGH COMMISSIONER.

The Dominion is represented in Britain by a High Commissioner, the position having been created in 1880. The late Sir Alexander T. Galt was the first to fill the office, the present High Commissioner being Lord Strathcona, who was appointed April 24th, 1896. The High Commissioner has the supervision and control of immigration offices and agencies in Britain, and is empowered to carry out such instructions as he receives from time to time from the Governor-in-Council in regard to the commercial, financial and general interests of Canada in the United Kingdom and elsewhere.

He is not only the accredited representative of Canada, but acts as the commercial agent of the various Government departments. Constitutionally the Governor-General is the channel through which the views of the Imperial Government are made known to his Ministers, and *vice versa*. In practice, however, questions frequently arise in which personal action is necessary, rendering the presence of a representative on the spot desirable. The duties of the High Commissioner, therefore, involve frequent interviews with the Secretary of State and the heads of other departments. The scope of his varied functions also includes other matters, such as the negotiation of loans, arrangements with regard to the preparation and shipment of coinage, and the procuring of the stores required by the Militia and Mounted Police and other supplies. The High Commissioner also attends conferences and congresses in which Canada is concerned, and conducts an extensive correspondence with the public on general matters relating to Canada, more especially immigration, trade and the resources of the Dominion. He is in regular communication with all the leading importers of Canadian products, and the noteworthy expansion of Canadian commerce within the last few years is largely due to his efforts.

PHYSICAL CHARACTERISTICS AND CLIMATE

The Dominion of Canada comprises the entire northern half of North America excepting the Territory of Alaska to the northwest and Labrador, which is under the government of Newfoundland, on the eastern coast. It is bounded on the north by the Arctic Ocean, on the south by the United States, on the east by the Atlantic Ocean and on the west by the Pacific Ocean and Alaska. It has a land area of 2,316,684,071 acres or 3,604,193 square miles, the area of the lakes being 77,391,304 acres or 120,923 square miles.

BAYS AND LAKES.

The shore line is much indented both on the Atlantic and Pacific coasts, there being numer-

ous large bays, gulfs and inlets. The principal of these on the east are the Gulf of St. Lawrence, the Bay of Fundy and the Bay of Chaleurs and further to the north Baffin's Bay and Hudson's Bay, which is a large inland sea 1,000 miles long by 600 in width, extends far into the interior of the country. On the Pacific coast are the Strait of Juan de Fuca, the Gulf of Georgia and Queen Charlotte Sound. The most noted physical features of the Dominion are the great inland lakes, five in number, on the southern boundary, the Rocky Mountains in the west and the Laurentian range in the east, and the extensive prairies of the great northwest. Of the five great lakes Superior, Michigan, Huron, Erie and Ontario, one,

Lake Michigan, is within United States Territory; the others, which lie between Canada and the United States with the river stretches connecting them, form the most extensive system of inland navigation in the world. In connection with the river and Gulf of St. Lawrence, which furnishes an outlet to the Atlantic Ocean, the entire system from the head of Lake Superior to tide water extends for a distance of 2,384 miles, navigation having been made feasible by the construction of extensive canals at different points where the conformation of the country results in falls or rapids. The world-famous Falls of Niagara, 160 feet in height, are on the Niagara River, connecting lakes Erie and Ontario, the obstacle presented to water traffic having been overcome by the construction of the Welland Canal. Among other large bodies of water may be mentioned the Lake of the Woods with an area of 1,500 square miles, lakes Nepigon, Simcoe and Nipissing and the Muskoka Lakes in Ontario, Lake Temiskaming between Ontario and Quebec, Lake St. John, Grand Lake and Lake Mistassini in Quebec, and Great Bear Lake with 10,000 square miles, Great Slave Lake, 12,000 square miles, Winnipeg, 8,500 square miles, Athabasca, Winnipegosis and Manitoba in the western portion of Canada.

RIVERS.

The more notable rivers are the St. Lawrence and its tributaries, the Ottawa and the Saguenay in Ontario and Quebec, the St. John and Restigouche in New Brunswick; the Fraser and Peace in British Columbia; the Mackenzie over 2,400 miles in length; the Saskatchewan, Assiniboine and Red Rivers flowing into Lake Winnipeg and the Churchill, Albany and Severn rivers which find an outlet in Hudson's Bay.

MOUNTAINS.

The Rocky Mountains, running from North to South and forming the backbone of the continent, extend from the Arctic Ocean southward and their peaks form the highest points in the Dominion. Mount Hooker is 16,700 feet, Mount Brown 16,000 feet and Mount Murchison 15,700 feet above the level of the sea and there are others which obtain nearly the same

altitude. The Kicking Horse Pass, through which the Canadian Pacific Railway crosses this range, is 5,300 feet above the sea level. The Cascade Mountains, a range to the west of the Rockies, reach a height of 10,000 feet in some places. The Laurentian range in the east runs from Labrador along the north shore of the St. Lawrence River for a distance of over 2,000 miles. Another important range in Quebec is the Notre Dame Mountains to the south of the St. Lawrence.

ISLANDS.

The principal islands are, on the east, Prince Edward, which forms one of the Provinces; Cape Breton, a portion of Nova Scotia separated from the mainland by the Gulf of Canso and Anticosti in the Gulf of St. Lawrence. Vancouver, with an area of about 20,000 square miles, is situated to the west of British Columbia, of which it is a portion, and further to the north are the Queen Charlotte Islands. There are also a number of extensive islands in the Arctic Ocean known as the Arctic Archipelago.

SOIL.

Owing to the great extent of Canada, great variety exists in regard to its soil, climate and general physical characteristics. Its eastern portion, extending from the coast to the western limit of Ontario, was originally densely wooded and although large areas have been cleared for settlement there still remain extensive forests in all the older Provinces, constituting an important feature of their resources. The soil of the southern portion of this area when cleared and cultivated has been found highly productive and so well adapted for agriculture in all its branches that the standard reached by Canadian farmers is unsurpassed in any country. There is no finer farming region to be found in any land.

THE PRAIRIES.

The prairie lands of Manitoba and the southern part of the Northwest Territories are also extremely fertile, and the possibilities of this area as a great grain and cattle producing region can hardly be over-estimated. The rapidity with which settlement is progressing,

and the eagerness with which land-seekers from the United States are taking up land in order to share in the phenomenal development of the natural riches of this country is the best testimony to its agricultural value. This section of country is naturally divided into three distinct plateaux according to the conformation of the surface. The first of these, comprising the Red River Valley and the region bordering on Lake Winnipeg, lies at an average height of about 800 feet above the sea. It is estimated to contain about 7,000 square miles of the richest wheat-growing land. The second plateau extends about 250 miles along the boundary line, stretching thence in a north-westerly direction, and comprising an undulating fertile country about 1,600 feet above the sea level, with an area of about 105,000 square miles. It is also well suited to agriculture and yields large crops of wheat, and includes the Assiniboine and Qu'Appelle districts. The third plateau, which is regarded as in the main better adapted to cattle raising than to cultivation, begins on the boundary line at the 104th meridian, where it has an elevation of about 2,000 feet, extending westward to the foot of the Rocky Mountains over 460 miles distant, where an altitude of 4,200 feet is reached. Extensive cattle ranches have been established at many points in this section.

FORESTS.

There are extensive forests in the central portion of the Dominion lying north of the prairie region and extending westward from Hudson Bay to the Rocky Mountains, the timber of which will be of great value as the country is opened up for settlement. Large tracts of this area are suitable for cultivation, and the region also possesses considerable mineral resources. It abounds in fur-bearing animals, whose skins form an important article of commerce, though, owing to the advance of settlement, the fur trade has for some time been declining.

The general surface of the country in the Province of British Columbia, which stretches westward from the prairie region to the Pacific Ocean, is mountainous and uneven. There are numerous short ranges as well as groups

of mountains, interspersed with elevated plateaux and valleys. It is a land rich in mineral resources and timber, and the waters abound in fish.

THE CANADIAN CLIMATE.

Erroneous impressions prevail widely in Europe, and even in the United States, as to the climate of Canada, which have done much to retard immigration and investment in a country which is still regarded by many fairly intelligent people as a region possessing an Arctic climate, where winter prevails for considerably more than half the year. Increased opportunities for travel and communication have done much during recent years to dispel this misapprehension, but popular notions of this sort die hard, and are frequently unthinkingly perpetuated by those who should be better informed. The climate, as a matter of fact, is healthy and bracing, and owing to the dryness of the atmosphere the cold is not nearly so keenly felt, or so injurious, as a similar degree of temperature would be when moist atmosphere prevailed. It should be borne in mind that the great size of the country, extending over 20 degrees of latitude, involves a wide range of temperature, and that while travellers in the Northern regions may be undergoing severe and trying experiences in a sub-arctic region, the inhabitants of the settled portions of Canada may be enjoying mild weather. The climate of the Maritime Provinces, tempered by the proximity of the ocean, is somewhat similar to that of Britain. Ontario, Quebec and Manitoba have warm summers and cold winters, the snowfall which generally remains on the ground throughout the season being welcomed by all, as it affords needed protection to crops sown in the fall, and stimulates both business and pleasure by putting the roads into good condition for sleighing. This favorite method of travel in winter is essential to the convenience and prosperity of the residents of the rural districts, and hence the setting in of a sharp winter season with abundance of snow instead of being dreaded is eagerly anticipated by the farmer, the lumberman and the merchant. Winter in Canada is the time for relaxation, pleasure and social in-

tercourse, and the out-door sports of skating, snow-shoeing, curling and tobogganing are keenly pursued, even when the thermometer stands in the neighborhood of zero. In the Northwest Territories cattle graze at large throughout the winter. In British Columbia the climate is much milder than elsewhere, especially on the coast, where the cold which sometimes prevails in the inland provinces is unknown.

The duration of the winter is not nearly so prolonged as is generally supposed abroad. Its average length is about four months and a half, and when once the spring sets in the growth of vegetation is so rapid that the crops in the middle of July are as far advanced as those of England which had the advantage of an earlier start. The summers are usually fine, those protracted rains and dull, cloudy periods so frequently experienced in Britain being altogether exceptional.

VARIATIONS OF TEMPERATURE.

The extent of the variations of climate according to locality is shown by the differences of the average mean temperature of the re-

spective provinces. In New Brunswick the average mean temperature is 60 degrees in summer, 19 degrees in winter; in Nova Scotia, 65.2 degrees in summer, 25 degrees in winter; in Quebec, 58.3 degrees in summer, 15 degrees in winter; in Ontario, 63 degrees in summer, 19.8 degrees in winter; in Manitoba, 60 degrees in summer, 0.8 in winter; in British Columbia, 61 degrees in summer, 32.4 in winter. According to observations taken at the Magnetical Observatory, Toronto, covering a period of 61 years, the average temperature at that point of the coldest month in the year was 22.49, and that of the warmest month 67.79. The average number of days in the year on which rain fell was 113, and the average annual rainfall 27 inches. The average number of days on which snow fell was 65, and the total season's depth of snow 67.5 inches. A record kept for 18 years, 1882-90, shows that the total amount of bright sunshine per year averaged 2,065 hours out of a possible 4,463 hours—being 46 per cent. The amount of fine, clear, cloudless weather indicated by these statistics forms the principal charm of the Canadian climate.

POPULATION

The population of "New France," as Canada was then termed at the time of the cession of the country to the British in 1763, was about 70,000. The British population of Nova Scotia was then slightly upwards of 8,000. The first considerable increase was caused by the influx of the United Empire Loyalist refugees into Upper Canada and the Maritime Provinces, which began about 1784, and continued for some years. Exact figures are not available, but it is computed that these settlers numbered altogether about 40,000. At the union of the Provinces of Upper and Lower Canada in 1841 the population of the western Province was 455,688, and that of Lower Canada two years later was 697,084. The first census of the Dominion after Confederation, taken in 1871, showed a total of 3,485,761 for the provinces then included within its limits, and 18,995 in Manitoba, 36,224 in British

Columbia, and 94,021 in Prince Edward Island, making an aggregate of 3,635,024. The three last censuses gave the following results by provinces:

Province.	1881.	1891.	1901.
British Columbia....	36,247	98,173	178,657
Manitoba.....	62,260	152,506	254,947
New Brunswick.....	321,233	321,263	331,120
Nova Scotia.....	440,572	450,396	459,574
Ontario.....	1,926,922	2,114,321	2,182,942
Prince Edward Island	108,891	100,078	103,259
Quebec	1,359,027	1,488,535	1,648,898
The Territories.....	56,446	98,967	211,654

Total..... 4,324,810 4,833,239 5,371,315

The total male population is 2,751,708, of whom 1,748,582 are single, 928,952 married, 73,837 widowed, and 337 divorced. Of the 2,619,607 females, 1,564,011 are single, 904,091 married, 151,181 widowed, and 324 divorced.

The number of families is 1,070,747, and the number of houses 1,028,892.

RURAL AND URBAN RESIDENTS.

Of the total population of 4,833,239 in 1891, 3,296,141 were resident in the rural districts, and 1,537,098 within the limits of incorporated villages, towns and cities. The population of 5,371,315 in 1901 comprised 3,349,516 in the rural localities, and 2,021,799 village, town and city residents. Taking the unit of 4,000 population, however, as constituting an urban as distinct from a rural population, the population of 1901 would be classified as 1,403,233 urban and 3,967,818 rural. This would make the percentage of urban residents to the aggregate population 26.12, or rather more than one-fourth, which is a highly satisfactory showing as compared with the United States, where the dwellers in cities and large towns form 37.3 per cent., or rather more than one-third of the total population. The population of the leading cities was as follows: Montreal, Que., 267,730; Toronto, Ont., 208,040; Quebec, 68,840; Ottawa, Ont., 59,928; Hamilton, Ont., 52,634; Halifax, N.S., 40,832; St. John, N.B., 40,711; Winnipeg, Man., 39,500; London, Ont., 37,981; Vancouver, B.C., 26,133; Victoria, B.C., 20,816; Kingston, Ont., 17,961; Brantford, Ont., 16,619; Charlottetown, P.E.I., 12,080; and Sherbrooke, Que., 11,765. It must be borne in mind that some of the larger cities on the list have extensive suburbs not embraced within their municipal limits, the population of which should fairly be included for purposes of comparison with other places.

ORIGINS OF THE PEOPLE.

The great mass of the people of the Dominion are either of British or French origin, the proportion of immigrants from Continental Europe being much smaller than in the United States. Of the total population, 5,077,698 are British-born, of whom 4,671,815 are natives of Canada. Of the remainder, 201,285 were born in England, 101,629 in Ireland, and 83,631 in Scotland. The foreign-born residents number 278,449, of whom 28,407 were born in Austro-Hungary, 27,300 in Germany, 31,231 in Russia, and 127,899 in the United States.

A classification of the population by origin shows 1,649,371 of French descent, the great majority of whom are resident in the Province

of Quebec, and are descendants of those who occupied the country at the time of its cession to Britain, as there has been hardly any immigration from France since that time. There are probably about a million or so of the same stock in the United States, as for many years there was a continuous stream of emigration from French Canada to the neighboring New England States and other parts of the Republic. As the French population of Canada in 1760 only numbered about 70,000, the rate of increase among them in the interval has been phenomenal, and affords a striking evidence of the healthiness of the Canadian climate and surroundings. Those of English descent come next on the list in point of numbers with an aggregate of 1,260,899, followed by the Irish with 988,721, and the Scotch with 800,154. The leading foreign European races represented in the origin of the people are German, 310,501; Dutch, 33,845; Scandinavian, 31,042; Russian, 28,612; Austro-Hungarian, 18,178; Italian, 10,834; Jewish, 16,131; Swiss, 3,865; and Belgian, 2,994. There are 22,050 Chinese and Japanese, nearly all of whom are found on the Pacific coast, and 17,437 negroes, principally the descendants of the escaped slaves who found freedom and protection under the British flag when slavery prevailed in the Southern States. The Indian population is stationary or slightly decreasing, numbering 93,460, most of whom are found in the Northwest Territories and British Columbia; and 34,481 half-breeds, who are scattered throughout Manitoba and the Northwest, many of them being prosperous and thriving farmers, or engaged in other forms of settled industry, with little in their habits or mode of living to distinguish them from their white neighbors.

A HOMOGENEOUS COMMUNITY.

From the above it will be seen that as regards the composition of her people, the Dominion can compare very favorably with the United States, where in most localities there is a large unassimilated foreign population, sufficiently strong in numbers and influence to perpetuate habits, ideas, and traditions, which are frequently in antagonism with those of English-speaking peoples. The

presence in some places of these congested masses of foreign population, often including immigrants of an undesirable kind who are not disposed to submit to the restraint of law, and who, from their ignorance of the language and institutions, cannot be expected to use intelligently the suffrage which is usually acquired by them after a few years' residence, is generally recognized as a serious danger to good government. In Canada the immigration of foreigners has so far been attended by none of these drawbacks. The immigrants have come in smaller numbers, and, being more widely dispersed, have as a rule readily assimilated with the English-speaking population, and become good citizens, and their descendants have grown up as Canadians, with the same patriotic feelings and attachment to the institutions of their native country as those of British origin.

The immigrant population, comprising 389,159 males and 295,512 females, in all 684,671, is distributed among the respective Provinces as follows:—British Columbia, 78,621; Manitoba, 73,741; New Brunswick, 17,679; Nova Scotia, 23,923; Ontario, 319,494; Prince Edward Island, 4,207; Quebec, 87,536; Northwest Territories, 66,621; unorganized territories, 12,849.

RELIGIOUS BELIEFS.

The religious beliefs of the people are as follows:—Roman Catholics, 2,229,600; Methodists, 916,886; Presbyterians, 842,442; Anglicans, 646,059; Baptists, 302,565; Lutherans, 92,524; Congregationalists, 28,293; Jews, 16,401; various sects, 199,825; unspecified, 48,247.

The census of 1901 shows that the proportion of those under ten years of age to the whole population is 234 per 1,000. The proportion of those between 10 and 20 years of age is 210, and of those between the years of 20 and 45, 356 per 1,000. The largest proportion of persons under 10 is found in the Northwest Territories, with Quebec and Manitoba closely following. Taking the proportion of the population under 20 years to the whole, Quebec is in the lead with 490 to the 1,000, Manitoba has 485, the Northwest Territories 478, and Ontario 418 per 1,000. The Provinces of British Columbia, Manitoba, and the Northwest Territories show a high proportion of the population between the ages of 20 and 45. The general average for Canada is 356 per 1,000, but British Columbia has 468, Manitoba 379, and the Northwest Territories 368. The Northwest is essentially a young man's country.

AGRICULTURE

Agriculture is the leading industry of Canada. Of all the vast natural resources of the Dominion none are comparable to her wealth in fertile soil. In addition to the large areas which have been brought under cultivation there are many million acres of the most productive land awaiting the settler, which are capable of producing standard food products of the highest grade. Not only is the soil exceptionally rich, but the climate is highly propitious, for the frost and snow of the winters are materially advantageous to husbandry. The frost holds within the surface soil all the soluble nitrates which the winter rains would otherwise wash away, and the snowy covering protects the grain sown in the fall. South of the great Arctic region the farming land

stretches across the continent in a broad belt 3,500 miles in length, broken only by the Rocky Mountains and the mountainous region of British Columbia, and a few hundred miles of prairie unsuited for tillage. With such a soil and climate the Dominion is destined to become the world's principal source of grain supply.

FARMING IN THE NORTHWEST.

Farming operations are carried on in Manitoba and the Northwest on a most extensive scale, the most modern appliances being almost universally used. During the plowing and harvesting seasons gangs of a dozen to twenty plows and reapers are frequently seen simultaneously at work on the same field. The output of wheat in the prairie regions has

developed wonderfully of late years, and the railways and grain shipping companies have had considerable difficulty in meeting the continually increasing requirements for transportation. The building of additional transcontinental routes will greatly stimulate production before long.

STOCK-RAISING.

While wheat-raising continues to be the main object of husbandry in the West, conditions in Ontario are more suitable for mixed farming. The system of farming pursued has been revolutionized during the last generation. Farmers now largely feed their coarse grain to live stock instead of selling it in the market, and a great deal of attention is devoted to dairying and the raising of fruit and poultry. The breeding and feeding of stock is a highly important branch of Ontario agriculture, for which the Province is especially well suited, owing to its invigorating climate, its abundance of pure water, the nutritive qualities of its roots and grasses, and its remarkable freedom from disease. Pure-bred animals, representing nearly all the breeds of cattle prominent in Great Britain, are raised in great numbers, many being shipped abroad as well as to the other Provinces of the Dominion.

THE YIELD OF GRAIN.

According to the census of 1891 the total number of farmers in the Dominion was 408,738, in addition to whom there were 76,839 farm laborers, and 240,768 farmers' sons engaged in agriculture. Farming lands to the extent of 60,287,730 acres were occupied, of which 28,537,242 acres were improved. The figures of the census of 1901, when published, will certainly show a considerable increase over these amounts, as very large tracts of land have latterly been taken up, and the settled and cultivated area greatly extended. The total wheat production of the Dominion, according to the figures of the census of 1891, was 42,144,779 bushels. In 1901 the total yield of the single Province of Manitoba was 50,502,085 bushels, being at the rate of 25 bushels to the acre. The quantity produced in Manitoba in 1902 is estimated at 60,000,000 bushels. The average yield of wheat in On-

tario during the period of 20 years from 1882 to 1901 inclusive was 25,511,789 bushels, the average yield per acre being 20 bushels of fall and 15½ bushels of spring wheat. Of oats Manitoba yielded in 1901 27,796,588 bushels, at the rate of 40 bushels to the acre, the yield in 1902 being much larger, while the average product of Ontario during the twenty year period was 68,820,032 bushels, being 34.8 bushels per acre.

QUALITY OF CANADIAN WHEAT.

In quality Canadian wheat is unsurpassed in any part of the world. The weather usually permits of its being harvested in perfect condition, and the excellent machinery in use ensures its being thoroughly cleaned before the grinding process. Analyses obtained by Prof. Robertson of the best Canadian and Hungarian flours, showed that in the Canadian article the proportion of albumenoids, or flesh-forming elements, exceeded those found in the Hungarian flour by 10 per cent. A test made at Prof. Robertson's request by a leading firm of bakers, showed that from three different 100 pound samples of strong Canadian flour they obtained respectively 146, 151 and 152 pounds of first-class bread, which is more than could be got from any other flour. The milling industry is a large and growing one, the number of grain mills being about 2,500, which afford employment to upwards of 6,000 men.

The principal market for the agricultural produce of Canada is Great Britain, the requirements of which are practically unlimited. The total value of the agricultural and animal exports during 1901 was \$78,630,966, of which Britain took \$65,278,159, or 83 per cent., and the United States received \$7,845,336, or not quite 10 per cent. In 1902 the total value of agricultural and animal products exported was \$96,398,121. The principal items are given under the heading of "Trade and Commerce."

RAISING CATTLE FOR EXPORT.

As a country for raising cattle Canada stands unrivalled. From the prairies of the Northwest thousands of fat bullocks are shipped annually. The Government controls the cattle accommodations on the steamships, and Gov-

ernment veterinary inspection prevents the shipment of any but healthy animals. Since 1874 up to 1901 inclusive, cattle to the number of 1,787,683, valued at \$130,439,460, have been exported to Britain, and 818,687 head of the value of \$14,683,315 have been shipped to the United States. During the same period the exports of sheep to Britain numbered 1,628,821, of the value of \$11,955,707, and to the United States 7,256,221, valued at \$21,879,215. The trade with the United States has received a great impetus from the removal of the American quarantine on Canadian cattle, which was abolished in February, 1897. During 1896 only 1,646 head of cattle were shipped from Canada across the border, but with the removal of the restriction the trade increased to 57,857 head in 1897, and 86,989 in 1900. The shipments of cattle to the United States amounted to 46,244 head in 1901, of a total value of \$895,638. The value of those exported to the same country in 1902 was \$787,991.

DAIRYING.

No branch of farming industry has made greater progress, especially in the Province of Ontario, than dairying. The great bulk of the cheese and butter produced for exportation abroad is made in this Province. In the calendar year 1901 there were 1,167 cheese factories in operation in Ontario, the total output of which was 134,942,517 pounds, of the value of \$12,269,073. In the same year the 286 creameries of the Province produced 9,047,260 pounds of butter, of the value of \$1,798,264. The value of the dairy produce of Canada in 1902 is estimated at \$21,000,000 for cheese, and \$9,000,000 for butter. The creameries in which butter is made are provided with special cold storage rooms in which the butter is kept until ready for shipment, when it is packed in spruce boxes lined with parchment paper and carried to its destination in refrigerator cars, and in the cold storage chambers of steamships. These facilities for the shipment of perishable goods so that they will reach their journeys' end in good condition, have also rendered possible the great expansion of the trade in poultry, eggs and fruit, which has attained large dimensions.

FRUIT.

Large areas are devoted to the growth of apples, pears, peaches and grapes, a large proportion of the best being sent to the British market. The apples and pears are noted for their crisp, juicy flesh, fine flavor, and excellent keeping qualities. At the Paris Exposition of 1900, Canadian apples were shown during the summer which had been grown the year before, and were in a perfect condition of preservation. An increasing trade with Europe is also being developed in evaporated and canned fruits. In 1902 the total shipments of apples abroad amounted to 1,201,775 bushels, valued at \$1,669,111.

IMPROVING THE STANDARD.

The steady progress made in Agriculture and the marked improvement in the standard of Canadian farming is very largely due to Government action and the liberal expenditure of public money to promote agricultural interests not only by the Dominion but by the various Provinces. The Canadian Department of Agriculture, presided over by Hon. Sydney Fisher, himself a practical farmer, has done a great deal to improve the quality of farm produce by the establishment of Dominion Experimental Farms and the work of the Dairy Commissioners by which the farmers have been educated in the most improved methods and the use of the best appliances.

COLD STORAGE.

Much has been accomplished in extending the markets for food stuffs in Britain and familiarizing Canadian farmers with the special requirements of the British consumer. One of the most important factors in the development of this trade, promoted by Government action, has been the fitting up of a number of steamships with refrigerating machinery to circulate cool air through portions of the vessels devoted to cheese and fruit shipments and the extensive introduction of cold storage. The creation of a live stock department and the appointment of a special Commissioner to pay attention to the promotion of the stock-raising interests has had a highly beneficial effect upon one of the most important branches of

productive industry. A prominent part has been taken in this work by the live stock associations and farmers' institutes which have been extensively formed to promote unity of action among farmers and stock-raisers on questions affecting their interests. Other features of the work of the Department of Agriculture are the administration of the quar-

antine system, the extensive distribution of seed grains with the object of introducing the most profitable varieties, and the inspection and grading of fruit packed for shipment abroad. In all these lines of effort, the Agricultural Department has shown itself fully alive to the needs of the situation and energetic and far-sighted in its methods of action.

MINES AND MINERALS

There is no department of production in which greater progress has been made during the last few years than that of mining and the industries immediately dependent upon it for raw material. The natural mining resources of the country are so extensive, that with the opening up of the vast areas where these deposits are found by railway communication and the large investments of capital devoted to this form of enterprise, much greater advances are likely to take place in the near future. Between 1881 and 1891, the number of men engaged in the mining industries of the Dominion increased from 6,541 to 13,417. Since that time mining development has received a great impetus and many new fields have been opened by exploration. Skilled labor and modern appliances have been introduced with the result of effecting great economies in production and increasing the profits of mining operations.

The aggregate value of the minerals produced in Canada during the calendar year 1901 was \$69,107,031, an increase of over five million dollars as compared with the output for 1900. The production of metallic minerals has increased from \$3,251,299 in 1889 to \$42,824,698 in 1901, and the output of the non-metallic minerals during the same period has grown from \$10,512,614 to \$26,282,333.

GOLD AND SILVER.

Canada occupies the third position among the gold-producing nations of the world, owing to the richness of the mines of the Yukon district. The total gold production of the Yukon from 1885 to 1901 inclusive, was valued at \$70,313,500. The output of this

district in 1900 was \$22,275,000. The total value of gold produced in the Dominion for 1901, was \$24,462,222, of which the Yukon produced \$18,000,000, British Columbia, \$5,596,700; Nova Scotia, \$604,500; and Ontario, \$243,022.

The silver mines during 1900 had a total output of 4,468,225 ounces, valued at \$2,740,362. In 1901 the yield amounted to 5,078,318 ounces of the value of \$2,993,668. By far the greatest quantity is produced in British Columbia.

IRON MINING.

Great advances have been made in iron mining which has been stimulated by the erection at several places of blast furnaces and steel and iron works for which Canadian ore furnished a large proportion of the raw material. Iron ores have a wide range, occurring at varied intervals from Cape Breton to Vancouver. Nova Scotia is rich in iron ore, the exploitation of which is becoming one of the staple industries of the Province. There are large deposits of magnetic ore in Quebec, a valuable tract of hematite being in evidence near Hull. In New Brunswick there are large deposits near Woodstock, and limonite and bog ores are widely distributed. Ontario possesses by far the richest iron mines of any of the older Provinces so far as at present known. The most important and extensive deposits are the magnetites of the Atikokan River, the hematites of the Mattawin range, the deposits near Gunflint Lake and Hunter's Island, all west of Lake Superior, and the large bodies of hematite recently discovered at Michipicoten on the eastern shore of that lake. The Western ores are asserted to be a continuation of the

Minnesota deposits, which furnish so large a share of the output of the United States. Extensive ranges also exist to the north of Lakes Superior and Huron and in the neighborhood of Lake Temagami. In the Eastern section of the Province there are large deposits of both magnetite and hematite. In 1900 the production of iron ore by Provinces was as follows: Ontario, 82,950 tons; Quebec, 19,000 tons; Nova Scotia, 18,940 tons; and British Columbia, 1,110 tons. In 1901, 99,758 tons of pig iron were made from Canadian ore. Exports of iron ore increased from 5,523 tons, valued at \$24,034, during the fiscal year 1900, to 59,737 tons, worth \$167,266, in 1901.

NICKEL.

The most extensive deposits of nickel-bearing ore in the world, estimated by experts to comprise 650,000,000 tons of ore, are found in Ontario, extending over a wide area north of Lake Huron in Nipissing and Algoma districts. Recent discoveries of the ore have also been made in the district of Parry Sound. The town of Sudbury, on the Canadian Pacific Railway, is the centre of the nickel mining industry. The ore is a nickeliferous pyrrhotite containing from $1\frac{1}{2}$ to $3\frac{1}{2}$ per cent. of nickel and from 2 to 4 per cent. copper. Mining operations commenced at Sudbury in 1886 and the district now furnishes about half the world's supply. The ore is first smelted into copper-nickel matte containing about 26 per cent. of copper and 14 per cent. of nickel. These metals are afterwards separated by the refining process, most of the matte being shipped in that form to the United States. During the calendar year 1901 the production of fine nickel was 9,189,047 pounds, as compared with 7,080,227 pounds in 1900. Nickel ore and matte were shipped to the United States to the value of \$1,040,498 in 1900, and \$958,365 in 1901. There is every probability that with the increased demand for nickel abroad, which has recently resulted in a considerable increase of the price, this industry will shortly attain considerably increased importance. It is likely to be in great requisition for the manufacture of nickel steel, which is an alloy of great strength and durability,

and is coming into vogue for the manufacture of cannon, armor-plate, boilers and machinery.

COPPER.

The output of copper during the calendar year 1900 was valued at \$3,063,119, and in 1901 had increased to \$6,600,104. It is largely produced in Ontario as a by-product of the nickel industry. The most important copper-bearing section so far discovered extends northward from the shores of the Georgian Bay, and is estimated to cover an area of 20,000 square miles. Development work is being pushed at many points. The improved methods for the mining and extraction of the ore recently introduced, and the favorable conditions of the market, give assurance that many of the deposits in this region can be profitably worked.

COAL.

By far the most important of the non-metallic minerals in Canada is coal, which is found in large areas in sufficient quantities to render operations profitable. The coal areas of the Dominion are estimated at 97,200 square miles, not including the regions known to exist, but as yet undeveloped, in the far north. In Nova Scotia the coal areas extend over about 635 square miles, and are divided into the Cape Breton, Pictou, and Cumberland basins. The amount of coal in the measures of Nova Scotia is estimated at 7000,000,000 tons. New Brunswick possesses some small seams of coal, but they are not sufficiently rich to be worked in competition with the Nova Scotia mines. The coal areas of Manitoba are roughly estimated at 15,000 square miles, and yield lignites of good quality. The Rocky Mountain coal area of the Northwest Territories covers about 50,000 square miles, extending along the base of the range to the neighborhood of the Peace River, 500 miles distant. The Crow's Nest Pass area, though limited in extent, is very rich, comprising several seams of anthracite of excellent quality. Those in the Cascade basin have an area of 60 square miles.

The Pacific Coast coal fields comprise the Nanaimo coal basin, 200 square miles; the Comox coal basin, 700 square miles; the

Queen Charlotte's Island coal basin, 800 square miles; and the lignite-bearing rocks in different parts of British Columbia south of the 54th parallel of latitude covering at a rough approximation some 12,000 square miles.

The total output of coal has increased from 1,063,742 tons in 1874, to 6,186,286 tons in 1901; the production by Provinces for the latter year being:—Nova Scotia, 4,099,200 tons; British Columbia, 1,712,715 tons; Manitoba and the Northwest, 356,741 tons; and New Brunswick, 17,630 tons. The exports of coal in 1901 amounted to 1,888,538 tons, valued at \$5,307,060.

NON-METALLIC MINERALS.

Petroleum is obtained in large quantities in Lambton County, Ont., Oil Springs and

Petrolea being the largest districts. It is also found in Quebec, Nova Scotia, and New Brunswick, and there are extensive fields awaiting development in the Northwest. The output for 1901 was valued at \$953,415.

Other items of the non-metallic mineral yield of 1901 are asbestos, \$1,186,434; natural gas, \$312,359; salt, \$262,328; bricks, \$2,275,000; gypsum, \$340,148; graphite, \$28,880; limestone and flux, \$183,162; mica, \$160,000; mineral water, \$100,000; granite, \$155,000; cement, \$630,000; and corundum, \$53,115. The output of the two latter products is likely to show a material and continuous increase for some time to come, judging by the growing demand for them.

Further details in regard to some of the industries dealt with above will be found under the heading of "Manufactures."

MANUFACTURES

The energy and enterprise of the Canadian people have been strikingly manifested in the great advances made in manufactures during the last generation. In her wealth of timber, coal, and minerals, the Dominion possesses the raw material sufficient to make her one of the greatest manufacturing countries on earth, but it is only comparatively recently that the capital, skill, and industry of the people have been in any large measure devoted in this direction. The impetus once given, however, remarkable progress has been made, so that at present the degree of perfection reached in many lines is equal to that which obtains in countries where large accumulations of capital and lengthened experience have given those engaged in manufacturing an advantage in the race not easily overcome. Among the articles produced requiring extensive investments of capital and a high degree of technical skill, are agricultural implements, engines, machinery, tools, stoves, radiators, many descriptions of cotton and woollen goods, leather goods, organs, pianos, and furniture.

EARLY INDUSTRIES.

Up to 1842 the industrial energies of the people were mainly devoted to farming, lum-

bering, and shipbuilding. In addition to these, however, numerous small manufacturing industries had been established, the output of which supplied local markets. The census of 1851 for Upper Canada showed 692 grist mills, 1,567 saw mills, 221 carding and fulling mills, 74 woollen mills, 51 asheries, 232 tanneries, 50 breweries, 102 distilleries, 97 foundries, 8 shipyards, and 388 other establishments. In Lower Canada there were, in the same year, 541 grist mills, 1,065 saw mills, 193 carding mills, 18 woollen mills, 13 breweries, 7 distilleries, 12 shipyards, 38 foundries, 186 asheries, 204 tanneries, and 125 other manufacturing establishments.

THE NATIONAL POLICY.

In 1871, the total number of manufacturing industries in the Dominion was 43,756. Shortly after this date, a period of severe commercial and industrial depression set in which lasted from 1873 until 1878, the effects of which were severely felt by manufacturers in common with other classes, and many enterprises were ruined. One result which has had far-reaching effects was the popular agitation for the enactment of a protective tariff, which would give the Canadian manufacturer control of the home

market, and prevent the extensive importation of foreign goods, sold at prices which rendered it impossible for the native product to compete with them. It was contended that the American manufacturers, who had their home market secured to them by a high tariff, regarded Canada simply as an overflow or "slaughterhouse" market, and in times of financial stringency flooded the country with goods which were sold far below the cost of production, thus placing the Canadian manufacturers at a disadvantage which was fatal to domestic industry. After a keen contest, the National Policy of protection to home industry triumphed, and in 1879, the incoming Conservative Government instituted a new tariff based avowedly upon protectionist principles. The result has undoubtedly been to build up Canadian manufactures. The question as to how far this development has been normal and healthy, and whether or not it has been attended by counter-balancing evils, is still a vexed one which may well be left to the publicist and the political economist.

In 1881, the total number of manufacturing establishments was 43,756. In 1891 it had been increased to 75,968. In the latter year, the total capital invested in manufactures was \$354,620,750; the amount paid in wages, \$100,663,650; the number of hands employed, 370,246; and the total value of the products, \$476,348,886. The returns of the census of 1901 in relation to manufactures have not yet been published, but there is no doubt that they will show an increase proportioned to the general expansion in national development.

LUMBERING AND WOODWORKING INDUSTRIES.

Naturally the earliest industries were those concerned with the first stages of the manufacture of the raw material furnished by the clearing of the forest or the labors of the farmer. The timber supply, though so extensively drawn on for the requirements of the foreign market, is yet sufficient for all needs for generations to come, and with the development of manufacturing forms the basis of many industries in which the raw material is worked up into the finished product. Not only is there a steady decrease in the shipments of square

timber and an increase in the exports of sawn lumber, but a large quantity of the wood produced in such variety is utilized in the higher grades of manufacturing. The accessibility and comparative cheapness of the raw material drawn from a forest area estimated at about 800,000,000 acres, gives Canada a marked advantage in the production of goods for which wood is largely required, such as wood pulp and paper, furniture, agricultural implements, pianos, organs, carriages and wagons. The wood pulp and paper industries especially are at present receiving much attention at the hands of capitalists, and many mills have been established, especially in North-western Ontario, where extensive supplies of spruce and poplar are available. The pulp mills at Sault Ste. Marie are the largest in the world, one of them being 600 feet in length by 80 feet in width, and the other 300 by 100 feet. They were erected and fitted up at a cost of about two million dollars, and are capable of producing about 150 tons of dry pulp daily, giving employment to a working force of 500 men. Canada's output of wood pulp finds a market all over the civilized world, the total exportation in 1902 reaching a value of \$2,046,398. Household furniture exports amounted to \$279,260, and organs and pianos to \$463,021.

AGRICULTURAL IMPLEMENTS.

Another industry in which the Dominion occupies a foremost position is the manufacture of agricultural implements, including seeding, cultivating, hay-making and harvesting machinery. Ever since the first mowing machine made in Canada was built at Newcastle, Ont., in 1847, by the late Mr. Massey, the growth of the company founded by him has been constant and vigorous, until by consolidation with other concerns it has developed into the Massey-Harris Co., which now controls the most extensive agricultural implement factories in the British Empire, situated in Toronto and Brantford. Not only has the home trade attained enormous proportions, but the foreign business has grown very largely, until there are now more of their machines sold in Britain and Australia than those of any

other make. The aggregate value of agricultural implements exported in 1902 was \$1,-814,730.

WOOLLEN GOODS.

The textile industry of Canada dates back to early days. The large quantity of wool produced by Canadian sheep was at first worked up by the farmers who made their own home-spun wear. This practice was superseded by the establishment of custom mills, which supplied the local requirements, and these in their turn have given way to large factories employing hundreds of hands, providing a steady market for the raw product, and turning out tweeds, flannels, knitted goods, cloths and carpets of excellent quality. The rapidly increasing population of the West has recently given a great stimulus to this important branch of manufacture, which is in a highly prosperous condition. It is estimated that it represents a capital of at least \$15,000,000, and gives employment to about twelve thousand workpeople, the output being mainly consumed within the Dominion.

LEATHER MANUFACTURES.

Leather manufacturing is another branch which is strictly one of the natural industries of the country, as the hide-producing animals are raised on our farms and prairies, and tan-bark is furnished by the forest. The extensive tanneries in operation employ the most modern and scientific methods in the treatment of their raw material, and turn out a finished article which has a high reputation for excellence abroad. Sole and upper leather was exported in 1902 to the value of \$1,911,268, and boots and shoes to the amount of \$179,522.

Not many years ago most of our shoe leather and other fine leathers were imported, and Canadian leather of the coarser grades extensively shipped abroad. The greater proportion of our footwear was then of foreign make. But these conditions are undergoing a change. The demand for boots and shoes is now mainly supplied by Canadian factories, and while some grades of leather and leather goods are still imported, the Canadian manufacturers of boots and shoes send large quantities of their goods to Britain and elsewhere,

and are able to compete successfully with the home product. The value of the annual output of leather is estimated at about twelve million dollars. There are about eighty boot and shoe factories in Canada, the trade largely centering in Montreal and Toronto. The manufacture of patent and carriage leathers, and harness leathers, is a growing branch of trade, and gives employment to many hands.

IRON AND STEEL.

The progress recently made by the Dominion in metal manufacturing has been already referred to in connection with the mineral resources of the country, with the development of which it has gone hand-in-hand. Although starting at a later date, and lacking the extensive home market at the doors of the British, German and American manufacturers, Canada is destined to occupy a leading place in metallic manufactures. It is not so long since all steel and heavy iron had to be brought in from abroad. To-day the finest steel is produced in large quantities for the supply of our agricultural implement shops, electrical works, tool factories and kindred industries.

The first Canadian smelting works were erected in Lower Canada during the French occupation, and were known as the St. Maurice Forges. These works were afterwards carried on by the British, and at a later date other smelters were established at Hull, Que., Marmora, Furnace Falls, and other places in Ontario, and at Woodstock, N.B., and other points in that Province. It is only of comparatively late years, however, that this industry has taken a leading position among the productive activities of Canada. Iron and steel manufacture has been stimulated by Government bounties in varying forms since 1883. In that year the bounty was fixed at \$1.50 per ton for pig iron. There have subsequently been various changes in the amount and the conditions required. In 1894 a bounty of \$2 was authorized on puddled bars and steel billets made from Canadian pig iron. In 1897 bounties were authorized to the amount of \$3 on steel ingots made of not less than 50 per cent. of Canadian pig iron, and \$3 on puddled iron bars made of Canadian pig iron, and the

bounty on pig iron was fixed at \$3 per ton on the proportion made of Canadian ore, and \$2 on the proportion of foreign ore. An Act passed in 1899 provided that these bounties should continue to be paid until 1907, but at a rate diminishing year by year.

In 1894 the Ontario Legislature appropriated \$125,000 to be set apart as the Iron Mining Fund, from which bounties were to be paid of \$1 per ton for pig metal made from Ontario ore, but the amount to be paid in any one year was limited to \$25,000.

The leading iron and steel works in Canada are those of the Nova Scotia Steel Co., with a blast furnace at Ferrona, N.S., the Hamilton Steel and Iron Co., Hamilton, Ont.; Canada Iron Furnace Co., Midland; Dominion Iron and Steel Co., Sydney; Canada Iron Furnace Co., Radnor; Deseronto Iron Co., Deseronto; and the Drummondville Furnaces. The last three are charcoal furnaces. The combined yearly capacity of all is nearly 1,100,000 tons. The

Lake Superior Power Co. have constructed at Sault Ste. Marie an extensive plant for the manufacture of pig iron, steel and steel rails, the first established in Canada. Approximately the total investment in iron and steel works is about \$35,000,000.

The production of pig iron during the calendar year 1901 amounted to 244,976 tons, as compared with 86,000, the output of 1900. Of the product in 1901, 228,893 tons were made with coke and 16,083 tons with charcoal. The yield of Bessemer pig iron (included in the total for 1901) amounted to 29,577 tons.

During the fiscal year 1901 the Dominion Government paid bounties on 99,758 tons of pig iron, made from domestic ore, and on 50,581 tons made from foreign ore, amounting in all to \$351,259. In the same year bounties to the amount of \$100,058 were paid for the production of 33,352 tons of steel ingots. The exports of pig iron in 1902 amounted to 113,388 tons of the value of \$1,118,437.

FINANCE

The ordinary revenue of the Dominion is mainly derived from customs and excise duties, but is supplemented by the receipts from the postal service, railways, public works, etc. The receipts from these sources are paid into what is called the Consolidated Revenue Fund and payments thereupon made to cover the ordinary expenses of administration. The fiscal year since 1864, begins on the 1st of July and terminates on June 30th, and consequently all financial and commercial returns are made up to the 30th June in each year, so that when a particular year is mentioned in this connection, it comprises the twelvemonth ending with June 30th of that year.

REVENUE AND EXPENDITURE.

During the first year of Confederation the revenue was \$13,687,928 and the expenditure \$13,486,092, being an excess of revenue over expenditure of \$201,836. During the period of general depression in the latter part of the seventies, deficits were of frequent occurrence,

but during later years the financial situation has been much more satisfactory. In 1896 the revenue amounted to \$36,618,591. In 1901 it was \$52,514,701. The receipts during the latter year were as follows: Customs revenue, \$29,106,980; internal revenue, \$10,496,248; postal service (gross receipts), \$4,641,608; and miscellaneous, \$10,329,648. The expenditures amounted to \$48,088,545, leaving a substantial surplus of over six millions. The principal items of expenditure were as follows: Charges on Public Debt, \$13,490,153; Post Office, \$5,153,622; Subsidies to the Provinces, \$4,250,607; Railways and Canals, \$6,588,375; Militia and Defence, \$2,061,674; Civil Government, \$1,474,919; Indians, \$1,019,329; Legislation, \$1,172,726; Customs, \$1,123,817; Administration of Justice, \$873,233; and Mounted Police, \$912,151. The proportion of revenue and expenditure to each head of the population is, revenue, \$9.75; expenditure, \$8.70. In Great Britain the proportion is—revenue, \$15.25; expenditure, \$21.48.

PUBLIC DEBT.

When the Dominion was formed in 1867, the general Government assumed the debts of the Provinces as follows : Canada, \$62,500,000 ; Nova Scotia, \$8,000,000 ; and New Brunswick \$7,000,000. The debts subsequently assumed brought the total up to \$109,430,148. The total amount expended since Confederation on capital account in railways, canals, public works, etc., was \$232,952,617. On railways which have been freely subsidized by the Dominion, to ensure their construction as a means of opening up the country for settlement, \$138,016,934 has been spent. The construction of canals has cost \$63,868,630, and miscellaneous public works, including government buildings, lighthouses and the improvement of navigation, \$48,070,122. Add-

ing to this the large sums spent by the several Provinces prior to Confederation on similar undertakings, and the total expenditure by the Dominion on public works, amounts to \$313,590,778. The gross public debt, mainly incurred for these objects, is \$354,732,433, against which there are assets in the form of securities, with and without interest, making the net debt \$268,480,004. This may seem like a large amount for a country having the population of Canada, but it must be remembered that the works upon which it was expended were urgently needed for the development of the country and that although their value is not included among the realizable financial assets, they still remain and constitute one of the most indispensable factors in the prosperity of the Dominion.

BANKS AND MONEYED INSTITUTIONS

There is no country in which the banking institutions are now on a sounder basis and the depositors and note-holders more carefully guarded against losses from bank failures than in Canada. This has not always been the case, as in the earlier days and down to a comparatively recent period, severe hardships were frequently entailed by extensive bank failures, but the great improvements in the laws regulating banking and the issue of currency since Confederation, have assured the stability of the system.

EARLY BANKING ENTERPRISES.

The first banks in Canada were the Bank of Montreal and the Quebec Bank, both commenced on a small scale about 1817, and still in operation. They were modelled in some respects after the American banking system, and did not obtain charters until 1822. The capital of the Bank of Montreal in 1819 was £87,000 currency, or \$350,000, and in that year it paid a dividend of 6 per cent. per annum. In 1826, however, the disasters that had befallen the banking interests of Britain were reflected in Canada, and for some time the bank struggled to maintain itself in the

face of adverse conditions, pursuing an economical and conservative policy until the turn of the tide in 1832. An era of prosperity then set in and the business proved highly remunerative and paid large dividends.

GROWTH OF BANKING.

As Upper Canada began to develop small centres of population the Bank of Montreal established offices in the towns and villages and obtained an early and profitable connection with the business community. The Bank of Upper Canada, for many years the leading monetary institution of the Western Province, was founded in 1823. The charter required a paid up capital of £10,000 currency or \$40,000, and there was considerable difficulty in raising the money. Finally the Government prevented the failure of the project by taking stock in the bank which for a long period had a prosperous career. It suffered heavily, however, by the collapse of real-estate values in 1857-8, when many of its assets became worthless. This cause, combined with bad management, resulted in its failure, and after a long struggle it suspended payment in 1866, involving losses to the extent of about five million dollars.

At the date of Confederation there were 18 banks in Ontario and Quebec, 5 in Nova Scotia, and 4 in New Brunswick, having an aggregate capital of \$3,250,061. A period of expansion followed, and many new banks were chartered. In 1873 the paid-up capital invested in banks had increased to \$55,102,959. Then followed a period of stringency accompanied by numerous commercial disasters and bank failures. Another period of expansion commenced about 1882, between which date and 1886 13 new banks were incorporated, some of which proved unsuccessful.

THE CANADIAN BANK SYSTEM.

Successive Acts relating to banking and regulating the issue of bank currency have all been in the direction of greater stringency in the interests of the note-holders and depositors, so that even in the case of a bank failure—now fortunately a rare occurrence—the hardship entailed on the business community is nothing like so severe or general as was formerly the case. There are important differences between the Canadian and American banking systems. In Canada the subscribed capital of a bank must be at least \$500,000, paid up to the extent of one-half, or \$250,000. In the United States there is a varying minimum based upon the size of the population of the city or town where the bank is located. In both countries shareholders are subject to the double liability, that is to say, each shareholder is liable for an amount equal to the par value of his stock as well as for any amount not paid up on his shares.

Under the Canadian system the charters of all banks expire simultaneously every ten years and require to be specifically renewed. By the successive banking Acts of the Dominion Parliament the banks are empowered to issue circulating notes to the extent of their unimpaired paid-up capital. In 1880, bank notes were made a first lien on all assets. In 1890 the banks were required to create a guarantee fund of 5 per cent. on their circulation to be maintained unimpaired, to be used whenever the liquidator of a failed bank should be unable to redeem its note issue within 60 days. Banks are also required to make

arrangements for the redemption at par of their notes in the chief commercial cities of each Province. The notes of Canadian banks are not secured by pledge or special deposit with the Government of bonds or other securities—as is done under the American banking system—but they are simply regarded as instruments of credit based on the general assets of the bank by which they are issued. The banks are not allowed to issue notes of lesser denominations than \$5, and all notes must be of sums which are multiples of \$5. The smaller notes are issued by the Government.

BANKING EXPANSION.

At the outset of the calendar year 1902 there were 36 banks in the Dominion, having a total of 747 branches. The averages of the monthly statements of the year 1901 showed that paid-up capital was \$67,035,615, the notes in circulation \$50,601,205; total deposits \$349,573,327, discounts \$388,299,888, liabilities \$420,003,743, and assets \$531,829,324. The average reserve fund of the year was \$36,249,145. The great expansion of the banking business is shown by a comparison with the period of five years 1894-98, when the yearly average circulation of bank notes was \$33,130,678, while in 1900 it was \$46,574,780. The record for the latter year, however, has been far exceeded by the phenomenal expansion of business during the fall of 1902. According to the bank statement issued for November last the total public deposits during the month increased by \$4,972,523, reaching an aggregate of \$402,151,415, the largest amount ever held on deposit by Canadian chartered banks. The principal increase was in deposits outside of Canada. The total loans, including short or call loans and current or trade discounts, amounted to \$453,053,168. The note circulation was \$64,497,641, a decrease as compared with the preceding month in accord with the normal course of trade, as the circulation is always more extensive in October on account of the movement of the crops. It was, however, the largest note circulation on record for November. A comparison of the banking business of November, 1902, with that of the same month of 1896 presents the following

striking results, showing how the remarkable expansion in business and industrial activity has been reflected in banking transactions :

	1896	1902
Public deposits....	\$196,842,952	\$402,151,415
Loans.....	227,123,517	453,053,168
Note circulation ...	35,262,599	64,497,641
Paid-up capital....	61,725,769	71,928,516
Reserves.....	26,438,799	42,657,737

In addition to the bank currency, the Dominion Government issues notes, principally of the smaller denominations. The circulation of Dominion notes has increased from an average of \$7,674,610 during the period 1894-98 to an average of \$10,595,169 in 1901.

The first clearing-house in Canada was established in Halifax in 1887. Since that time clearing-houses have been founded in Montreal, Toronto, Hamilton, Winnipeg, St. John, Victoria, Vancouver, and Ottawa. Transactions amounting in the aggregate to \$1,871,061,725 were recorded in 1901.

POST OFFICE SAVINGS BANKS.

Post office savings banks were instituted by the Post Office Act of 1867, the amount which may be deposited by any one person being limited to \$3,000. In June, 1901, there were 895 post offices at which savings banks were in operation, of which 501 were in Ontario, 152 in Quebec, 58 in Nova Scotia, 45 in New Brunswick, 45 in Manitoba, 55 in British Columbia, 10 in Prince Edward Island, and 29 in the Northwest Territories. There were 157,368 depositors, and the deposits amounted to \$39,950,813. The interest paid on deposits is 3 per cent.

Government savings banks, under the management of the Finance Department, have also been established to the number of 24, mainly in the Maritime Provinces. The deposits in these institutions aggregated \$16,098,146.

Taking the post office and Government savings banks together, there was in 1901 a total number of 205,937 depositors having an amount of \$56,048,959 to their credit, the average amount to each depositor being

\$272.16. The average amount of deposits per head of the population was \$10.40, which speaks well for the industrious and thrifty habits of the mass of the people.

LOAN AND BUILDING SOCIETIES.

Loan and building societies have done much for the development of the country by enabling small property owners to build and otherwise improve their property by furnishing them with the means to do so at reasonable rates. In 1900 there were 97 of these institutions, having a paid-up capital of \$48,894,491. Their total liabilities were \$152,640,265, current loans secured on real estate \$112,685,625; total loans \$123,419,224, deposits \$19,959,462, and total property owned \$29,221,042. According to returns for 1901 they declared in that year dividends amounting to \$2,415,649, and held mortgages on real estate to the value of \$190,992,625.

LIFE INSURANCE.

The life insurance companies manage very extensive investments for their beneficiaries, this method of making provision for the future having grown remarkably in popularity of late years. Many persons now take advantage of the endowment system to secure a competence for their declining years, in addition to providing for their families in the case of premature death—regarding a policy as the safest form of investment. So far back as 1869, the people of the Dominion carried the total amount of \$35,680,000 in life insurance. The increase in the volume of business has been steady, and in 1901 there were 707,101 life insurance policies in force, including those issued by assessment companies, representing a total insurance of \$724,972,534. This represents an annual saving on the part of the people of \$20,500,000. The guarantees required by legislation to ensure the stability of the companies before they are permitted to do business have resulted in placing this important branch of finance upon a thoroughly sound basis, and giving them the confidence of the public.

TRADE AND COMMERCE

The volume of the foreign trade of a nation is usually regarded as affording a fair test of the enterprise and progressiveness of its people, and their rank among civilized communities. Canada has no reason to fear a comparison with any other country in this respect, more especially as during recent years her commerce has shown remarkable expansion, and gives every promise of still more rapid development in the near future. The first exports of Canada were furnished by the fur trade, which, under the French *regime*, constituted the principal industry. Soon after the first settlements were made, wheat and other grains were cultivated, but many years elapsed before enough grain was produced to leave a surplus for export after satisfying local requirements. In 1736, however, the country exported 80,000 minots of wheat to the West Indies. About this time, fish and lumber were regularly shipped abroad, but comparatively little development of the foreign trade was made until after British rule had been established. In the year 1841, over two million bushels of wheat were exported. In the same year, legislation was adopted incorporating the Montreal Board of Trade.

IMPORTS AND EXPORTS.

The total imports of Canada in 1842 were \$8,075,840, and the exports \$1,714,644; in 1852, the imports were \$8,985,380, and the exports \$2,073,668; and in 1862 the imports had increased to \$20,183,836, and the exports to \$8,765,591. During the first year of Confederation, ending June 30, 1868, the imports were \$734,59,644, and the exports \$57,567,888, making a total trade of \$131,027,532. The commerce of the country was marked by a steady growth until, in 1873, the figures stood as follows:—Imports, \$128,011,281; exports, \$89,789,922; total, \$217,801,203. In 1875, a period of depression set in, when imports declined in volume, the falling off as compared with the previous year being upwards of five million dollars, followed by a further decrease in the following year. The total trade in 1876 had diminished to \$174,176,781.

The depression continued for some years, until, in 1881, a revival set in. The imports for this year were \$105,330,840, and the exports \$98,290,823, making a total of \$203,621,663.

EXPANSION IN CANADIAN SHIPMENTS.

The year 1892 was characterized by a noteworthy expansion in Canadian shipments abroad, the export trade for that year reaching an aggregate volume of \$113,963,375, but exceeded in bulk by the imports, which amounted to \$127,106,068. In 1895, the exports, which hitherto, with the exception of one year (1880), had been considerably less than the imports, rose above them, the figures being, respectively, exports, \$113,638,803; imports, \$110,781,682; and since that time the export trade has been advancing by leaps and bounds. In 1898, exports had increased to \$164,152,683, as compared with imports, \$140,323,053. In 1901, the total trade was \$386,903,157, the exports being \$196,487,632, and the imports \$190,415,525. In 1902, the exports were \$211,640,286, and the imports \$212,270,158. Of the total exports, \$196,019,736 represented domestic produce, and \$196,480,190 of the total imports were for home consumption.

The total trade per head of the population has increased from \$38.35, in 1869, to \$71.80, in 1901. The duties collected on imports amounted, in 1869, to \$8,298,909, or \$2.43 per head of the population; in 1901, the amount was \$29,106,980, or \$5.40 per head. The total amount collected in duties in 1902 was \$32,423,862. The percentage of dutiable goods as compared with the total volume of goods imported was 66 per cent. in 1868, and about 62 per cent. in 1901.

CANADA'S TRADE WITH BRITAIN.

The British Empire is by far the largest customer for Canadian produce. Of the exports of 1902, goods to the value of \$117,321,121 went to Britain, the total amount of our shipments to the Empire being \$129,064,468; while our exports to the United States were

\$71,196,505. During the same year our imports from Britain were \$49,215,693, and from the whole Empire, \$53,906,967; while our imports from the United States were \$120,809,956.

THE BRITISH PREFERENCE.

In 1897, the British preferential tariff was adopted by the Canadian Parliament, which provided that after August, 1898, all imports from Great Britain and the West Indies should come in on payment of duties 25 per cent. less than those levied by the general tariff on goods from foreign countries. A similar provision was made for any other British colony, the customs tariff of which should be as favorable to Canada as the British preferential tariff is to such colony. In the year 1900, the extent of the preference on British imports was increased from 25 to 33½ per cent. The total value of imports under the preferential tariff was \$27,095,791 in 1900, and \$27,502,937 in 1901.

THE EXPORT OF MINERALS.

The most noteworthy features of the commercial expansion of late years have been the increase in the exportation of minerals, and agricultural and animal products. The great development of the mining industry is indicated by the returns showing the exports of products of the mine. In 1868, the value of minerals and mineral products exported was \$1,276,129; in 1890, it amounted to \$4,853,717. The discovery of gold in the Yukon district greatly stimulated mining, and, in 1900, the exports had risen to \$24,575,155. The figures for the last two years are \$40,355,050 and \$34,947,574, respectively.

Forest products have always been a staple article of Canadian commerce. The year after Confederation, 1868, the total shipments of lumber, timber, and other wood were valued at \$18,742,625; in 1902 it was \$32,119,429.

The fisheries, another of the earlier forms of Canadian industry, were represented on the list of exports for 1868 to the extent of \$3,357,510. In 1901, the shipments of fish had increased to \$10,720,352, and, in 1902, to \$14,059,070.

ANIMALS AND ANIMAL PRODUCTS.

The value of animals and animal products exported in 1868 was \$6,893,167. With the growth of the farming industry and the increased attention given of late years to ascertaining the requirements of the British market, and suiting the shipments made abroad to the special tastes of the consumer, there has been a phenomenal increase in this department of the export trade, which has doubled during the last decade. The total export under this head in 1891 was \$25,967,741, which increased to \$55,495,311 in 1901, and to \$59,245,433 last year. As this has become considerably the largest and most important department of the export trade, and apparently the one capable of the greatest expansion in the future, it may be of interest to present some of the details of the trade of the last two seasons.

Horses to the number of 7,609, valued at \$910,273, were exported in 1901. Last year the number shipped abroad had risen to 12,697, and the value to \$1,457,173.

Cattle shipments in 1901 comprised 169,279 head, valued at \$9,064,562. In 1902 the number exported was 184,473, and the value \$10,663,819.

Sheep were exported in 1901 to the number of 394,681, and the value of \$1,625,702. In 1902 the figures were respectively 348,443 and \$1,483,526.

The poultry export was valued at \$85,091 in 1901, and \$238,686 in 1902.

The value of meats exported increased during the decade 1892-1901 from \$1,856,025 to \$13,632,302. The principal item on the list is bacon, for which there is a great demand in England. In 1902 the shipments of bacon amounted to 105,841,366 pounds, valued at \$12,162,953.

Cheese shipments in 1901 were 195,926,397 pounds, of the value of \$20,696,951, in 1902 200,946,401 pounds, valued at \$19,686,291.

Butter was exported to the amount of 16,335,528 pounds, and the value of \$3,295,663 in 1901, and 27,855,978 pounds, valued at \$5,660,541 in 1902.

AGRICULTURAL EXPORTS.

The value of the total agricultural exportations has tripled since Confederation. It amounted to \$12,871,055 in 1868. During the earlier period of the Dominion it experienced considerable fluctuation. In 1898 it reached the figure of \$33,063,285, but fell considerably below this in the immediately following years. In 1902, however, it reached the maximum of \$37,152,688, and with the rapid settlement of the grain-producing regions of the Northwest may reasonably be expected to continue steadily increasing. The exports of wheat in 1902 were 26,117,530 bushels, valued at \$18,688,092; oats 5,030,123 bushels, value \$2,052,559; barley 457,117 bushels, value \$231,199; and flour 1,086,648 barrels, value \$3,968,850.

TRADE IN MANUFACTURES.

Of Canadian manufactured goods shipments were made to the value of \$2,100,411 in 1868. In 1898 the amount was \$10,678,316, in 1901 \$16,012,208, and in 1902 \$18,463,970. An important addition of late years to the list of staple articles of Canadian manufacture for which there is practically an unlimited market

abroad, is that of wood-pulp. The supply of wood suitable for paper-making is rapidly diminishing in Europe as well as in the United States, while the demand is steadily on the increase. Canada possesses extensive forests of spruce, poplar and other woods adapted to this purpose, and it is probable that before long the Dominion will be looked to as the principal source of supply for the paper markets of the world. A great deal of capital has been invested in the wood-pulp industry, and numerous other undertakings are in prospect. The exports of wood-pulp in 1892 were valued at \$355,303. In 1901 it had increased to \$2,002,120, of which \$982,142 was shipped to Great Britain, \$968,007 to the United States, and \$51,972 to other countries. In 1902 the exports of wood-pulp were \$2,046,406, of which Britain took \$818,580, the United States \$1,170,408, and other countries \$57,418. The great natural forest resources of Canada, coupled with the exhaustion of the supply of pulp timber in the United States and elsewhere, render it reasonably certain that wood pulp and paper will form a feature of increasing prominence in Canadian foreign trade.

RAILWAYS

In a country of "magnificent distances" such as Canada, the transportation facilities are of prime importance to national progress and the development of industry and commerce. It is only by railway construction on a large scale that the scattered Provinces of British North America have been enabled to unite under one Government, and brought into sufficiently close and frequent communication to render possible a common sentiment of nationality. The first charter for railway construction in Canada was granted in 1831, providing for a line between Laprairie and St. John's, in what was then Lower Canada. The road formed a portion of the direct route between Montreal and New York. It was completed and opened for traffic in 1836, being at first operated by horse power. Steam was introduced as the motive power in 1837. This pioneer Canadian railway, which was 16 miles long, closed down in winter owing to the sus-

pension of navigation on the waterways at either end, between which it formed the connecting link. A part of the original road is now incorporated in the Canadian Pacific Railway road bed between St. Lambert and St. John's. Montreal and Lachine, nine miles distant, were connected by rail in 1847, and in 1848 the first section of the St. Lawrence and Atlantic railway between Longueuil and St. Hyacinthe was completed. It was some years later before railway building began in Upper Canada. The first work of the kind undertaken was the construction of the Ontario, Simcoe and Huron Railway, subsequently known as the Northern, which was begun in 1851. The first portion of the line running north from Toronto for about 30 miles, was opened for traffic on May 18th, 1853, and two years later the line was extended to Collingwood. In 1855 the Toronto and Hamilton Railway was finished, and the Grand Trunk

opened from Montreal to Toronto. Ever since that time railway construction has been steadily pushed, not merely as a means of giving transportation between populous and thriving communities, but as the most efficient agency for advancing settlement and carrying civilization into the wilderness. Only by means of our transcontinental and other railways have the rich and fertile grain and grazing lands of the Northwest been rendered accessible, and the population engaged in agriculture afforded that ready access to the markets of the world which is necessary to the prosperity of a food-producing region.

GROWTH OF THE RAILWAY SYSTEM.

In 1868 there were about 2,278 miles of railway in operation. In 1880 the mileage had increased to 6,858, one of the conditions of the original Federal compact being the construction of the Intercolonial Railway, uniting the Maritime Provinces with Ontario and Quebec, while the terms on which British Columbia was admitted to the Union involved the building of the Canadian Pacific Railway. The latter road, giving the most direct transportation for traffic between Asia and Western Europe, was not completed until 1886, its construction being a work of great expense, and attended with vast engineering difficulties. On June 1st of that year the first regular through passenger train for Vancouver, B.C., left Montreal on its journey of 2,904 miles. Since then new branches have been constructed and other lines leased, so that the entire C.P.R. system now covers 10,628 miles of track. In 1890 the railway mileage of the Dominion was 13,151 miles, and in 1901 18,140. The total paid-up capital of the railway companies in 1901 was \$1,042,785,539, being an increase over the previous year of \$51,598,893. The gross earnings were \$72,898,749, an increase of \$2,694,396. The working expenses amounted to \$50,368,726, an increase of \$2,987,037. The net earnings were \$22,530,023. The number of passengers carried during the year was 18,385,722, being an increase of 1,281,379, and the number of tons of freight hauled was 36,999,371 tons, being 1,286,149 tons in excess of the figures for 1900.

GOVERNMENT SUBSIDIES.

Railroad enterprises have been lavishly aided by successive Dominion Governments, the total amounts granted in money up to the end of the fiscal year 1901 being \$131,895,560, in addition to extensive grants of land. The money subsidies given to the Canadian Pacific Railway alone covering a period of 30 years, aggregate \$62,751,794. The railroads have also been extensively aided by the Provincial Governments and municipalities.

There are in all 165 steam railways in Canada, of which 25 have been amalgamated, and form the Grand Trunk system. The Canadian Pacific system comprises 28 other lines. Numerous consolidations have taken place in connection with the remaining 112 roads, in accordance with the modern tendency towards the amalgamation of large business interests.

THE CANADIAN PACIFIC.

During the fiscal year of 1901 the gross earnings of the Canadian Pacific Railway were \$30,855,203, the working expenses \$18,745,828, and the net earnings \$12,109,375. In 1902 the gross earnings were \$37,503,053, the working expenses \$23,417,141, and the net earnings \$14,085,912. The road carried 4,309,539 passengers and 7,145,276 tons of freight.

The C.P.R. has at present extensive workshops at Montreal, employing about 3,000 men, but their number will shortly be greatly increased, as the company has at present under construction extensive additions to its shops which, when completed, will give them the largest railway construction workshops in the world, and afford employment to 5,000 additional workmen.

Over the Canadian Pacific a passenger can travel continuously from ocean to ocean. Taking his passage at Halifax or St. John he is carried through to Vancouver without change. Along the line is a variety of scenery unsurpassed by that of any other line of travel in the world, including the succession of grand and majestic views presented by the mountain ranges of British Columbia, and the wild, picturesque scenes presented along the north shore of Lake Superior.

THE GRAND TRUNK.

The Grand Trunk system includes 4,182 miles of railway. The train mileage travelled during the year 1902 was 9,436,262 by passenger trains, and 12,232,516 by freight trains. It has an invested capital of about \$350,000,000. Within recent years its earning capacity and efficiency have been greatly increased. In 1901 the gross earnings were \$20,900,946, the net earnings \$7,584,815, the number of passengers 6,548,098, and the number of tons of freight 9,753,557.

The Victoria Tubular bridge, belonging to the Grand Trunk, spanning the St. Lawrence at Montreal, was for long regarded as one of the engineering wonders of the age. It was completed in 1860, and opened on August 25th of that year by the Prince of Wales, now King Edward VII. It weighed 8,250 tons, and rested on 24 stone piers, the total cost being upwards of six million dollars. Owing to the great expansion of traffic it was found that the single track, which was all that the bridge provided for, did not afford sufficient accommodation for the business of the road, and in 1900 it was replaced by a fine open-work structure called the Victoria Jubilee Bridge, containing, in addition to a double railroad track, accommodation for foot passengers and vehicles.

The longest submarine tunnel in existence is also on the line of the Grand Trunk between Sarnia, Ont., and Port Huron, Michigan. It is a continuous iron tube extending under the bed of the river, and with its approaches is nearly two miles in length and nineteen feet in diameter. It was built at a cost of \$2,700,000.

THE INTERCOLONIAL.

The Intercolonial Railway system, securing a road from the Maritime Provinces to the Province of Quebec through British territory, is a Government enterprise. The Order-in-Council appointing a Commission to undertake its construction was issued on December 11th, 1868, and by July, 1876, the line was opened for traffic at a cost of \$22,488,845. Numerous extensions and additions to the road have since been made. Its total cost up to June 30th, 1901, has been \$63,640,028. During the year ending on that date its gross earnings were

\$4,972,235, being an increase of \$420,164 over the previous year, and its working expenses \$5,320,422. It has never been a financially remunerative undertaking, having been constructed with a political rather than a commercial object in view.

THE DEPARTMENT OF RAILWAYS.

The administrative department of Railways and Canals was created in 1879, Sir Charles Tupper being the first Minister to preside over it. Since 1896 this important position has been held by Hon. Andrew G. Blair. In 1888 the Railway Committee of the Privy Council was constituted, with the Minister of Railways as Chairman. It possesses extensive jurisdiction in regard to questions arising in connection with railway construction and management, and is empowered to make regulations respecting numerous matters affecting railways.

Great activity is now being exhibited in the work of railway construction. Numerous lines have recently been built or are in process of construction in Northwestern Ontario, and several projects for the building of additional transcontinental roads are engaging attention. The Canadian Northern, which has already some 1,500 miles in operation, extending westerly from Fort William on Lake Superior, proposes to extend the system both ways to the seaboard. The Grand Trunk Railway proposes to construct a great transcontinental line at a cost of about one hundred million dollars, over a route extending from North Bay or Gravenhurst on their present line through New Ontario, Manitoba, Saskatchewan, Assiniboia and Alberta, by way of the Peace River or Pine River passes and through British Columbia either to Bute Inlet or Port Simpson on the Pacific Coast. Hon. A. G. Blair, Minister of Railways, favors the absorption of the Canada Atlantic into the Intercolonial, thus by the construction of a short connecting link forming a Government line from Halifax to the Georgian Bay to be extended westerly to the Pacific Coast. There is no question that within the next few years one or more additional lines stretching across the continent will be in operation to meet the vastly increased demand for transportation caused by the great influx of settlement into the Northwest.

CANALS

The great natural highway to the heart of the continent by way of the St. Lawrence River and the great lakes has only been made practicable for continuous navigation by the construction of numerous canals to overcome the obstacles which presented themselves at several points along the route. There were shoals in some of the lakes and rivers, besides numerous rapids and cascades. In the old days the explorers and fur traders portaged their light canoes or batteaux around these impassable points. They are now overcome by means of canals and artificially deepened channels.

The first attempt at canal cutting was begun about 1700, when it was sought to provide navigation facilities from Montreal to Lake St. Louis at Lachine, evading the Lachine rapids, by deepening the St. Pierre River and connecting it with Lake St. Louis. This work was not finally accomplished until 1725, the canal being on a very small scale. It was deepened in 1779, and similar canals made at points further up the St. Lawrence. In 1792 the merchants of Montreal made an effort to secure a larger canal round the Lachine rapids. After many delays this work was commenced in 1821 and completed in four years at a cost of \$440,000. This canal was subsequently enlarged in 1843.

In 1825 the largest and most important of the canals, the Welland, built to overcome the obstruction presented by Niagara Falls, was begun, this great engineering work being finished in 1829. Large amounts have since been expended in the enlargement and improvement of the canals of the St. Lawrence system as well as in canal construction on the Ottawa, the Rideau and the Richelieu routes. The total outlay up to June 30th, 1901, was \$81,404,543. The principal items of expenditure were as follows: Welland Canal, \$24,014,340; Lachine, \$11,009,408; Cornwall, \$6,794,929; Williamsburg, including Farran's Point, Galops and Rapide Plat, \$8,615,997; Soulages, \$6,254,692; Sault Ste. Marie, \$4,093,025; Carillon and Grenville, \$4,182,092; Rideau, \$4,084,323; Trent, \$3,162,327.

These splendid works give to Canada an all-water route from Port Arthur at the head of Lake Superior to Liverpool, a distance of 4,494 miles. Following is a table of distances between the principal points on the route :

	Miles.
Port Arthur to Sault Ste. Marie.....	273
Sault Ste. Marie to Sarnia	318
Sarnia to Amherstburg	76
Amherstburg to Port Colborne	232
Port Colborne to Port Dalhousie.....	27
Port Dalhousie to Kingston	170
Kingston to Montreal	178
Montreal to Three Rivers	86
Three Rivers to Quebec	74
Quebec to Tadousac.....	126
Tadousac to Father Point	57
Father Point to Anticosti	202
Anticosti to Belle Isle	441
Belle Isle to Malin Head (Ireland).....	2,013
Malin Head to Liverpool.....	221
Total.....	4,494

The Sault Ste. Marie Canal has a lock 900 feet long, being the largest in the world, which is operated wholly by electric power. The St. Lawrence canals are provided with locks 270 feet long by 45 feet wide, and having 14 feet depth of water on the sills. The total length of the canals of the St. Lawrence system is upwards of 73 miles, and the number of locks 49. The extension of the railway system has diverted into other channels much of the grain that formerly reached the port of shipment by water, but the total volume of traffic, though not so large as formerly on this account, is still very extensive. In 1897 the number of tons of grain passed down to Montreal from ports west of Port Colborne was 560,254; in 1899, 332,746, and in 1900, 244,661.

The Ottawa and Rideau Canal system connects Montreal by way of the Ottawa and Rideau rivers, with Kingston at the foot of Lake Ontario, the total distance between these points by this route being 245 miles. The length of canals on this system is 29 miles, with 59 locks, the larger of which measure 200 by 45 feet.

The Richelieu and Lake Champlain system connects Sorel, at the confluence of the Richelieu and St. Lawrence, with the Hudson River.

The Chambly canal, extending from the Chamblé basin to St. John's, is 12 miles in length.

In addition to these main systems the Murray

Canal, over 5 miles long, connects the headwaters of the Bay of Quinte with Lake Ontario, and gives an entrance to the Bay from the West.

MILITIA AND DEFENCE

By the British North America Act, 1867, the chief command of all naval and military forces in Canada is vested in the Sovereign and their control secured to the Parliament of Canada. The immediate military command is exercised by a military officer subject to the approval of the Minister of Militia. From 1760 to 1841 Great Britain directed all military affairs. After the latter date the Imperial Government continued to take part in the defence of the country, and maintained a military force, upon the model of which the Canadian Militia was largely built up. Subsequently to 1855 the expense of the home militia was borne by Canada. After Confederation the Imperial troops were gradually withdrawn, and in 1871 the forts and military works were handed over to the Dominion Government, except at Halifax and Esquimalt, which were maintained as naval stations.

The Canadian Militia system comprises a permanent corps enrolled for three years' service, on a basis somewhat similar to that obtaining in Great Britain, and a considerably larger force of active militia regularly enrolled subject at any time to be called on for active service. The permanent corps comprises 1,021 men representing each branch of the service. Recruits who desire to obtain their discharge can do so within three months of their enlistment on the payment of \$30, or afterwards on the payment of \$2 for each month of their unexpired term. This system has been found to work satisfactorily in preventing desertions and enabling enlisted men honorably to take advantage of opportunities presenting themselves for their advancement as civilians. Each corps forms the basis for and becomes a school of military instruction for the active militia.

The total number of the active militia in 1901 was 38,090 officers and men, of whom 2,876 were cavalry, 597 mounted rifles, 3,847 garrison and field artillery, and 29,766 infantry,

the remainder belonging to auxiliary branches. The corps of each arm are dressed in the colors and clothing of regulars. The ranks of the active militia are recruited entirely by voluntary enlistment. They are called out every year for a period varying from 8 to 16 days for annual drill. Their arms and clothing are supplied by the Government, and they receive 50 cents per day when on active service or encamped for drill.

The militia of the Dominion has attained a high degree of efficiency, as was shown during the Riel Rebellion in the Northwest in 1885, the suppression of which was accomplished without aid from the regular forces of the Empire, and reflected credit upon the military discipline as well as on the courage of the men who took part in the expedition. In 1876, the Royal Military College was established in Kingston for instructing young men in the higher branches of military knowledge, and its graduates have done much to maintain the standard of efficiency and discipline in connection with the force.

All military duties in the Northwest Territories are performed by the Northwest Mounted Police, a body organized in 1873 under the Department of the Interior. At first numbering 300, this body has been increased as the opening up of the country required, until, in 1901, it comprised 761 officers and men, 266 of whom are stationed in the Yukon Territory. The Mounted Police have done admirable service in maintaining order and safeguarding life and property in the Territories, and have materially aided in securing the confidence and good-will of the Indians, and suppressing the illicit liquor traffic.

The appropriations for Militia and Defence in 1901 amounted to \$2,061,671, and the cost of the Mounted Police for the same year was \$912,671.

LUMBERING

Of the total area of the Dominion, it is estimated that about 1,248,798 square miles is forest and woodland. An approximate estimate of the quantity of pine still remaining gives a total of about 37,500,000,000 feet board measure, the forest area of British Columbia containing about 75 per cent. of the whole. The white pine, which has built up a reputation for Canadian timber, is principally supplied by Ontario and Quebec, the present source of supply being the forest region extending from the Temiskaming district to the St. Maurice, and the country bordering upon the Georgian Bay. There are large areas of pine yet untouched in North-western Ontario, which will furnish supplies for many years to come. In British Columbia the Douglas fir is to the lumbering industry of the Province what the pine is to Ontario, and there are also two varieties of cedar of immense commercial value. Spruce is met with in all the provinces; its utility as material for wood-pulp and paper is referred to at length in another portion of this volume.

With these vast natural resources to draw upon Canada takes the fourth place among the wood-exporting countries of the world. Britain and the United States furnish the principal markets for Canadian lumber and timber. The total exports of forest products

were valued at \$30,009,857 in 1901, and \$32,119,429 in 1902, as compared with \$18,742,625 in 1868, the first year of Confederation. Of the total exports of forest products in 1901, \$15,662,749 were shipped to Britain, \$12,190,617 to the United States, and \$2,156,491 to all other countries.

Sawn lumber to the value of \$22,977,945 was shipped in 1901, of which Britain took \$12,597,933, the United States \$8,370,809, and other countries \$2,008,832.

Formerly the great demand of Britain was for square timber, but during the last thirty years or so the shipments under this head have steadily decreased, and the exportation of the smaller dimensions has correspondingly increased, giving employment to Canadian saw mills. In 1868 the total exports of square timber were 650,928 tons, of the value of \$4,160,547, while in 1901 the shipments of square timber only amounted to 125,119 tons, of the value of \$1,929,945. During the same period the export of sawn lumber has increased in value from \$11,794,030 to \$22,977,574. Recent legislation in Ontario and some of the other provinces prohibiting the export of logs cut on the Crown Lands in an unmanufactured condition, has had a good effect in increasing shipments of sawn lumber and promoting the establishment of saw mills in the Dominion.

FISHERIES

The fisheries of the Dominion constitute an important and increasing factor of the national wealth. They include the Atlantic division from the Bay of Fundy to the coast of Labrador, embracing both the deep sea and inshore fishing grounds, the estuaries and inland waters of the eastern Maritime Provinces, the Laurentian lakes and rivers, the Northwest lakes, the Rocky Mountain rivers, the Pacific coast and the fisheries at the mouth of the Mackenzie river and in Hudson's Bay. These waters yield fish of commercial value in great profusion and variety, which, in addition

to the quantity consumed in the country, furnish a staple article of export. Cod, herring, mackerel and lobsters abound on the Atlantic coast, while the salmon fisheries of British Columbia are unequalled in any other country.

The yield of the fisheries for the fiscal year 1900 reached a total value of \$21,557,639, the yield of the various Provinces being as follows:—Ontario, \$1,333,294; Quebec, \$1,989,279; Nova Scotia, \$7,809,152; New Brunswick, \$3,769,742; Manitoba and the Territories, \$718,159; British Columbia, \$4,878,820, and Prince Edward Island, \$1,059,193.

The principal items were: salmon, \$3,893,217; cod, \$3,599,515; lobsters, \$3,055,350; herring, \$1,853,237, and mackerel, \$1,549,448. The pack of salmon in British Columbia in 1900 amounted to 585,413 cases. Since the year 1882 this industry has been encouraged by government bounties, which now amount to \$160,000 annually. In 1900 bounties were paid to 802 fishing vessels, 12,974 boats and 22,031 boat fishermen. The total payments in bounties from 1882 to 1900 amount to \$3,000,171. The expenditure of the government in connection with fisheries in 1901 was \$491,569.

The total number of fishermen in 1900 was 81,064, in addition to whom 18,205 persons were employed in lobster canneries, and 19,

787 in the salmon canneries of British Columbia. The value of the vessels, boats, nets, piers, wharves, buildings, etc., used in connection with Canadian fisheries has increased from \$6,697,459 in 1885, to \$10,990,125 in 1900. The exports of Canadian fish and fish products amounted to \$10,720,352 in 1901, and \$14,059,070 in 1902.

A kindred industry is that of seal catching, which is extensively pursued on the Pacific coast. Total catch of seals in 1901 was 24,422. In 1900 it was 35,523, valued at \$562,845. The number of vessels engaged in the seal fisheries in 1901 was 39, having crews numbering in the aggregate 908 men. From 1871 to 1901 the total product of the Canadian pelagic sealing industry amounted to 761,470 skins.

RELIGION

There are few, if any, countries where religion is held in equal respect, and so large a proportion of the population are habitual attendants upon divine service, as is the case in Canada. In every part of the Dominion the leading Christian Churches are to be found vying with each other in the good work of spreading the Gospel and establishing regular worship wherever settlements have been effected, as well as sending missionaries to the remoter districts. Owing to the French occupation of the country in the early days, the Roman Catholics were first in the field, and have retained the numerical ascendancy. According to the census of 1901 the adherents of that church numbered 2,229,600, of whom 1,429,600, mainly of French descent, are in Quebec, and 390,304 in Ontario. The Roman Catholic Church has one apostolic delegate, seven archbishops, 23 bishops and about 1,500 priests.

Elsewhere than in Quebec the Protestant element is the largest and most influential. The adherents of the Methodist Church number 916,886, of whom 666,388 are in Ontario, and 42,014 in Quebec. Their affairs are in charge of a General Superintendent, nine presidents of conferences and nearly 2,000 ministers.

The members of the Anglican communion number 680,620, of whom 367,937 are domi-

ciled in Ontario, and 81,563 in Quebec. This body is presided over by two archbishops, 19 bishops and about 1,000 clergymen.

The Presbyterians number 842,442, of whom 477,386 are found in Ontario, and 58,013 in Quebec. They have one Moderator, six synods and 1,400 ministers.

The Baptists have an aggregate membership of 316,477, of whom 116,281 are in Ontario. There are 92,524 Lutherans, 28,293 Congregationalists, and a large number of minor bodies. The total number of denominations specified in the census is 142, embracing over 99 per cent. of the population.

Taking the Western section, including Manitoba, British Columbia and the Northwest Territories, the population of which has grown during the decade 1891-1901 from 50,893 to 101,623, the leading denominations have increased their membership in the following ratios: Methodists, 99 per cent.; Baptists, 98 per cent.; Presbyterians, 95 per cent.; Roman Catholics, 94 per cent.; Anglicans, 66 per cent.

Each of the prominent religious bodies controls several institutions of learning, in which its tenets are inculcated and students can secure a theological training. The Roman Catholics have the University of Ottawa, Laval University, Quebec, and St. Boniface, Winnipeg. The Anglicans, among other in-

stitutions, control the University of Trinity College and Wycliffe College, Toronto; King's College, Windsor, N.S.; Bishop's College, Lennoxville, Que.; St. John's College, Winnipeg, and Hellmuth Ladies' College, London. The Presbyterians have Knox College, Toronto, University of Queen's College, Kingston, and colleges at Montreal, Halifax and Winni-

peg. The Methodists control Victoria University, Toronto, the Wesleyan Colleges at Montreal and Winnipeg, and ladies' colleges at Hamilton, Whitby and St. Thomas. The Baptists are represented in the educational field by McMaster University, Toronto, Woodstock College, Acadia College, Wolfville, N.S., and Moulton Ladies' College, Toronto.

EDUCATION

Under the British North America Act of 1867 each Province has the right to determine and conduct its own system of education, subject only to the provision that the rights of denominational minorities to maintain separate schools where they then existed should be respected. At the time of Confederation the educational systems of the respective Provinces were well defined. Public schools, partially supported by the Province, have existed in Ontario since 1816, but the founder of the public school system, as it now exists, was Rev. Dr. Egerton Ryerson, appointed to the office of Superintendent of Education in 1844. He made a thorough examination of European and American educational methods, and made an elaborate report, suggesting the principles upon which the public school system was subsequently established. In 1847 the Normal School, for the training of teachers, was founded, and in 1850 a system of elementary public schools, on present lines, put in operation. After much controversy the Roman Catholic minority in Ontario were granted, in 1862, the right to maintain separate schools, where their children would receive doctrinal instruction, a similar right being accorded to the Protestants of Quebec. In 1871 the schools, until then only partially free, were made entirely so. All regulations respecting public education are made by the Minister of Education, the schools being under the control of local boards of trustees, elected by the ratepayers. They can employ none but duly certificated teachers, who receive their certificates after examination by the Provincial Board of Examiners. The system includes kindergartens, public or separate schools, high schools

or collegiate institutes and the university. Liberal appropriations for education are made by the Government to supplement the sums raised by local taxation.

In Quebec education is under the control of the Superintendent of Education, assisted by a Council of thirty-five members, the schools, as in Ontario, being controlled by local boards, and maintained partly by local taxes and partly by the Government grant.

In 1900-1901 (the year ending at different periods in the various Provinces) there were, according to the latest available returns, 18,148 public schools, having 941,833 pupils, and 973 other schools of various grades, having 144,316 pupils. The attendance in the public schools averaged 560,063. The total expenditure on education amounted to \$10,034,441, being at the rate of \$1.86 per head of the population.

There are seventeen universities, the largest of which are Toronto, founded in 1827, with about 1,322 students; McGill, in Montreal, established in 1821, being the wealthiest institution of learning in Canada, with endowments and real estate worth some \$5,000,000, and having some 1,114 students; Laval University, Quebec, with about 1,077 students, and Queen's College, Kingston, with 635 or thereabouts.

The high degree of education prevailing in Canada is shown by the census returns of 1891, according to which 3,176,667 out of the total population of 4,833,239 could read and write, while 207,126 others were able to read. A considerable deduction must be made from the remaining 1,394,045 illiterates, as this total includes infants under school age.

BRITISH COLUMBIA

British Columbia, the westernmost Province of the Canadian Confederation, is also one of the largest, extending 700 miles from north to south, 400 from east to west, and having an estimated area of 383,300 square miles, and a population of 178,657, according to the census of 1901. Its southern boundary is the 49th parallel of latitude, which separates it from the States of Washington, Idaho and part of Montana. The summit of the Rocky Mountains marks the dividing line between it and the Territory of Alberta to the east. The Province extends northerly to 55° north latitude, and on the west includes Vancouver and Queen Charlotte Islands, and a large part of the archipelago of the Pacific.

The importance of the Province from a commercial and political standpoint is assured by its position on the western coast of the continent of North America, to which it bears a relation somewhat similar to that which Great Britain bears to the continent of Europe. It is the outlet for Canada to China, Japan, India, Russia and the other countries of the far East; to Australia, New Zealand, Hawaii and Fiji; to the whole Pacific coast of North America, and, lastly, to the great gold fields of the Yukon. Its trade is increasing very rapidly, and has already reached astonishing dimensions. But even if British Columbia had no such advantages, her great wealth in her mines, forests, fisheries and agricultural lands would make her one of the wealthiest communities of the world.

EARLY HISTORY.

The early history of British Columbian explorations, in which British and Spanish navigators both lay claims to the first place, is a most romantic one, including the names of Drake, Cavendish, Juan de Fuca and Captain James Cook. Claimed by Britain, and taken by Spain, the territory was restored to Britain toward the close of the eighteenth century, when Britain was represented by the famous Captain George Vancouver. British Columbia, however, first attracted public attention in the

beginning of the second half of the nineteenth century. The great California gold boom was over when the rich diggings of the Cariboo country attracted thousands of miners from the United States and, indeed, from the whole world into British territory. Vast fortunes were taken out of these placer mines, and British Columbia was given a start in mining and in commerce, which she has never lost. The railway had not yet come, and the miners and merchants, making use to the full of the magnificent waterways of the Province, built up the city of Victoria on the largest of the islands which gem the Pacific coast, and gave the city characteristics which it retains to this day. The fathers of Confederation, with their vision of the wider Canada that was to be, did not rest satisfied until on the west the Dominion had been rounded out by the entrance into Confederation of the lusty British colony on the Pacific coast. One of the conditions of the federal compact was the building of a railway to connect British Columbia with her sister Provinces to the east, from which she was then separated by three mountain chains and a great stretch of twelve hundred miles of almost wholly uninhabited country between the Rocky Mountains and Lake Superior. That condition was met by the building of the Canadian Pacific Railway, which reached the west coast in 1886, and made the most inaccessible of all the colonies of the Empire the very highway from the Motherland to the ancient nations and vigorous young colonies in that wonderful part of the world where farthest East meets farthest West.

Electrified by the current along that band of steel, a thousand new industries sprang into life. The Pacific coast began to send its minerals, timber, fish and fruit to the east, and the great plains of the Canadian West began to pour out their wealth of grain and agricultural products, through the harbor of Vancouver, to add to the comfort and luxury of the millions of India, China, Russia and Australasia.

PHYSICAL FEATURES.

Viewed as a whole, British Columbia is a highly mineralized mountainous country with intervening valleys of splendid arable and pasture-lands, great forests and magnificent waterways. While great development has taken place in the mining of coal, gold, copper, silver and lead, the work of prospectors in the explored parts of the country, the wide extent of partly unexplored territory includes vast areas of mineral wealth to be developed in the years to come. The magnificent timber of the Pacific slope is the wonder of all Easterners. The fertile valleys of the Province, which are just beginning to be cultivated, show an undoubted future in agricultural and horticultural production, particularly in the growing of all the fruits of the temperate zone for the great fruitless region on the eastern side of the Rocky Mountains; while the quality and quantity of her salmon and other fisheries are the wonder and envy of the continent.

THE CLIMATE.

In its width of four hundred miles, and length from north to south of seven hundred miles, with three mountain ranges and numberless islands, British Columbia embraces all varieties of temperate climate, the rainfall varying from 100 inches per year on the islands, to 5 inches in the valleys of the eastern slopes of the Purcell range. In a word, it may be described as mild and damp on the coast, and slightly cooler and very much drier inland. Mr. R. F. Stupart, Director of the Dominion Meteorological Observatory, Toronto, says: "The annual rainfall along the exposed western coast of the Island (Vancouver), and thence northward to Alaska, is very great, exceeding 100 inches. In the southeastern part of the Island, between Victoria and Nanaimo, the climate does not differ greatly from that found in the north of England; not only does the annual mean temperature agree very closely with that of parts of England, but the mean average of corresponding months is nearly the same." Dr. P. H. Bryce, Medical Health Officer of Ontario, in his "Climates and Health Resorts of Canada," says, speaking of the country from the 49th to the 54th parallel,

"In all this country the fruits of temperate climates grow well, and farm animals live outdoors all the year round. The climate of the great Island of Vancouver, running northwest across two degrees of longitude and two degrees of latitude presents every variety from that at the sea coast, with, as at Esquimalt, a very low daily range, and no annual extremes (the lowest temperature in two years being 8 degrees F., the lowest monthly average 20 degrees F., and the highest in summer 82 degrees F.) to that, as above Alberni, on the west coast, where the Vancouver range rises first into a plateau, to 4,000 feet, and even to 7,500 feet in Victoria Peak. Apart from the mineral wealth of the Island, its climate, with every variation possible, becomes most attractive. Its sea-shore climate is milder than many parts of England, with less rain and less seasonal variations." It is probably not excelled by any country in the world, he states, as a resort for those suffering from consumption and like diseases. Here the total annual rainfall does not exceed ten inches, with the highest average temperature of 64 degrees in August, and the lowest 21 degrees in February. North of this is what may be described as the middle zone of British Columbia, of which the same authority says: "Northward from the Thompson for a hundred miles is another region of rolling bench lands, a similar country, growing somewhat colder with the latitude, but in a surprising manner maintaining a dryness far north into the Chillicoten rolling prairie country west of the Fraser; while at one hundred miles north of Kamloops such a moderate temperature exists that cattle maintain themselves all winter on the ranches in latitude 52 degrees. Beyond this the rainfall increases, till in the northern part of the plateau the forest has become more dense, and has the characteristics of the great forest areas of Eastern Canada." The northern zone, stretching from the 54th parallel up to the northern border of the Province, consists of rolling plateaus of gradually lessening height towards the north, free from excessive moisture owing to the clouds from the Pacific being intercepted by Coast range, and while, of course, having severe cold in winter, has in other respects the

lightness and dryness characteristic of the whole country within the Coast range.

In the interior the varieties of climate are even greater than on the coast, the great difference, aside from the altitude, being the dryness of the interior climate. Of the Okanagan valley, Dr. Bryce says that it has a climate that will go far to give it claims as the great Canadian sanitorium.

MEANS OF COMMUNICATION.

The coast line of British Columbia exceeds 1,000 miles in which there are many excellent harbors, as Vancouver, on Burrard Inlet, the terminus of the Canadian Pacific Railway; Victoria, on Vancouver Island, with its inner and outer harbors; Esquimalt, which is the station for the British North Pacific fleet; Nanaimo, at the coal mines, and many others. The whole coast, being sheltered by islands, permits of transportation being carried on all the year round in smaller craft than would be required on a bleak unsheltered coast. Fine steamers ply up and down the coast, while on the mainland much of the communication is by water. The Fraser is navigable for about 200 miles to the famous Cariboo country by steamers of decreasing draught. The Columbia affords good navigation for a long part of its course in Canada. This is true of the Kootenay, Thompson and Stikine. Besides the river navigation, there is that of the inland lakes, which are not, as in most countries, compact bodies of water approaching the circular form, but long and narrow, with branches stretching far in between the hills. Some of them, while only a few miles wide, are seventy and eighty miles long, affording perfect navigation for steamboats all the year round. The principal are Kootenay, Slocan, Arrow, Upper and Lower Okanagan, Shuswap and Harrison in Southern British Columbia and Quesnelle in the northern part of the Province. On the first four an excellent steamboat service has been established by the C.P.R., which connects with the main and branch line railways, making travelling convenient and comfortable throughout the large part of the Province between the C.P.R. main line and the International boundary. The

Province is traversed from east to west by the main line of the Canadian Pacific Railway, which penetrates the mountains by way of the famous Kicking Horse Pass. Another parallel line is now being pushed forward through the Crow's Nest Pass further south, while the Canadian Northern and Grand Trunk Pacific are now projected to cross to the north of both of these through the Yellowhead Pass. The total railway mileage in the Province in 1900 was 1,443.

MINERAL RESOURCES.

Unlike some Provinces, British Columbia is not dependent upon one or two lines of production and industry, but has vast wealth in several directions. Her mineral wealth was what first attracted population, and, although mining has been prosecuted for half a century, all authorities agree that the surface of this wealth has only been scratched. For many years efforts were wholly confined to placer mining for gold, and these efforts, because of the lack of transportation facilities, were made in the crudest way; yet, up to the opening of the interior by the building of the Canadian Pacific Railway, it is estimated that \$60,000,000 in gold was taken out of British Columbia. With the advent of the railway new regions were made accessible, and improved machinery transported into the old diggings, so that abandoned mines are now being re-worked at great profit. This is particularly true of the famous Cariboo district, into which, in the last few years, a million dollars worth of hydraulic machinery has been taken, and is now operated with gratifying results. There is practically no part of British Columbia in which gold has not been found, from the eastern slopes of the Rockies, to Queen Charlotte Islands on the extreme west. Not only are the placer mines being worked with improved machinery, but each succeeding season fresh gold deposits are found, or old ones traced to the quartz rock, and machinery and adequate capital brought to bear upon them. Dr. G. M. Dawson, the great authority on mineralogy, who spent fifteen years in exploration in British Columbia, said of it: "Because a mountainous country, and till of late a very remote one, the develop-

ment of British Columbia has hitherto been slow, but the preliminary difficulties having been overcome, it is now, there is every reason to believe, on the verge of an era of prosperity and expansion, of which it is yet difficult to foresee the amount of the end." Dr. Dawson also predicts that as the still newer districts are opened up they will be found rich in minerals, especially in gold and silver. Silver has been discovered in several places, particularly in West Kootenay, from which the shipments of ore are steadily increasing. Several smelters have been erected, and others will be as development continues.

Iron deposits of large extent exist on Texada Island, and copper deposits have been discovered at several points on the islands and coast of the mainland. Cinnabar and platinum have been found in small quantities during the process of washing for gold. A ledge of cinnabar, of which the true vein is reported as fourteen inches thick, is operated on Kamloops Lake.

COAL DEPOSITS.

Bituminous coal has been mined for many years at Nanaimo, on Vancouver Island, and there are other deposits on the island. Several seams have been discovered on the mainland, in the New Westminster and Nikola districts, and these are probably only portions of a large area. The coal fields of the Crow's Nest Pass, recently opened up by railway, are said to be the largest in the world, and other vast deposits are known to exist in Southeast Kootenay, which will be opened when the railway is extended westward. Speaking at the annual meeting of the Crow's Nest Pass Coal Company, in 1901, the President, Senator Geo. A. Cox, of Toronto, said: "In the geological reports it appears that there are 550,000 acres of coal lands in the Crow's Nest country, containing a supply of coal which is conceded by all authorities to be practically exhaustless, it being estimated that there is in that area 20,000,000,000 tons of coal. This would admit an output of 10,000 tons per day, allowing 300 working days a year, for over 6,000 years." Anthracite coal is now being mined at Anthracite, Alberta, just east of the B.C. boundary line, and some anthracite, in seams of six feet

and three feet, has been found in Queen Charlotte Island, and there are indications that anthracite will be found in other localities. "The exploration of the Province," says a mining authority, "has proved that great opportunities exist for those who may wish to mine the baser metals and rarer minerals used in the arts, sciences and ordinary commerce. There exists in abundance magnificent iron ores. Then there are known to be substances as tin, plumbago, slate, gypsum, antimony, aluminum, pumice stone and other abrasives, manganese, mercury, cement, alum, asphaltum, borax, magnesium, sodium, kaolin, arsenic, marble, borytes, chalk and the like. Again, there are the rare elements, such as barium, cobalt, germanium, thallium, palladium, zirconium and the high-priced minerals."

THE MINING OUTPUT.

Though, as before stated, the surface of this wealth has scarcely been scratched, the total production over a term of years has been sufficient to indicate the great possibilities of the future. The value of the total mineral output of the Province up to and including 1900 has been \$152,155,208. The items in this were placer gold, \$62,584,443; lode gold, \$12,812,860; silver, \$13,649,809; lead, \$7,619,956; copper, \$4,362,583; coal and coke, \$49,140,917; miscellaneous metals, \$1,904,640. The annual production of all minerals increased from \$3,521,102 in 1891 to \$16,344,751 in 1900, distributed as follows in the latter year: placer gold, \$1,278,724; lode gold, \$3,453,200; silver, \$2,309,200; copper, \$1,615,289; lead, \$2,691,887; coal, \$4,318,785; coke, \$425,745; miscellaneous, \$251,740. In 1900 the value of the products of the mine exported from British Columbia was \$11,946,815.

FISHING

The fisheries of British Columbia have a world-wide reputation. The mention of fish brings to the mind British Columbia salmon, which, either packed or frozen, is a staple article of food in nearly every civilized land. These fish literally teem in the Fraser and Columbia rivers, and during the spawning season whole sections of the river seem to be filled with fish hastening up to the spawning

grounds. There are five different varieties, two of which are of no commercial value. They ascend the Columbia to the streams of the Kootenay and go up the Fraser for six hundred miles. The fact that of late years the edible varieties have been caught by the million has led some to fear that the salmon were in danger of being exterminated, but the destruction which man causes in providing food for himself is much more than counterbalanced by the work for the finny tribe which he does in the numerous hatcheries, where the eggs, protected from rushing waters and voracious varieties of fish, are hatched by tens of millions, and the fry set free in waters best suited to their requirements. Five per cent. of the eggs hatch out under natural conditions, ninety-five under artificial, so that year by year the numbers of salmon running up the rivers are found to increase. There are about seventy-three canneries in British Columbia, representing an investment of about \$3,000,000. About fifty of these are on the Fraser and the rest on the rivers to the North. The value of the salmon pack in 1899 was \$2,600,000, and, in addition to this, large quantities of frozen salmon were shipped to Australia, Great Britain and the United States. The total value of British Columbia fisheries in 1899 was \$5,214,074, or more than a quarter of the total fisheries product of Canada. From 1883 to 1889 the value of the salmon catch was \$37,000,000, and the value of all kinds of fish taken in provincial waters from 1868 to 1899 was \$60,524,946. But while salmon is the chief food fish, British Columbia has fisheries of halibut, sturgeon, herring, oolachan, trout, cod, etc., which are secondary only to the great fishery. Oolachan are caught in large numbers and supply a valuable oil. Black cod, a much appreciated food fish, abounds from Cape Flattery northward. Cod, similar to the Atlantic variety, are taken off the coast of Alaska, and halibut abound on the coast of Vancouver Island and northward. Sturgeon of very fine quality are found in the Fraser and other rivers. Herring are abundant and of good quality, as are also smelt, surf smelt, anchovy and shad. The interior streams and lakes abound with trout, while

oysters, mussels and crabs are plentiful. Great as are the interests connected with fishing to-day, they are small compared with what they are certain to be in a few years. Along with fishing goes the kindred industry of seal hunting, which of late years has employed sixty-five schooners with crews totalling 800 whites and 900 Indians. The value of the catch averages about \$750,000 per year. The total value of the fisheries in 1899 was \$5,214,074, and in 1900 \$6,787,756. The value of fishery products exported in 1900 was \$3,442,997.

LUMBERING.

Forty kinds of valuable timber are included in the list of British Columbia's trees. No country in the world has such resources in respect to quantity or quality of timber on a given area as this Province. The timber belts are estimated to aggregate 285,000 square miles, and the height and size of Pacific coast timber is proverbial. At the head of the list stands the Douglas Spruce (also called Douglas Fir, Douglas Pine and Oregon Pine). It is the envy of lumbermen in all parts of the world. Planks have been sawn out of it fifty feet long and four feet wide. It is much prized, not only for lumber, but more particularly for frames, bridges, ship-building, masts and spars. Other valuable varieties are white pine, black pine, bull pine, yellow cypress, western larch, Engleman's spruce, Manzie's spruce, great silver fir, balsam spruce, besides oak, elm, aspen, maple and other deciduous trees. The timber lands leased amount to 750,000 acres, but the growth is so rapid that with the increased demands from Eastern Canada forest depletion is not yet an appreciable danger. British Columbia is fortunate in this that it is just beginning on its forests when other parts of the continent see their lands deforested, and not only is the product more valuable, but the Province will be able at once to start in with the best methods for perpetuating the forest, which old communities learned when it was almost too late. In 1901 the lumber shipped from British Columbia mills to Pacific ports, Australia, China and India amounted to 60,000,000 feet, and this trade is being rapidly extended. Up to 1871 the total amount of timber cut in the

Province was 250,000,000 feet. By 1896 this total had been increased to 1,500,000,000 feet. In 1888, twenty-five mills cut 31,868,884 feet; in 1896, eighty-five mills cut 112,947,106 feet. The exports of forest products (not including those shipped to other parts of Canada) were valued at \$710,883.

AGRICULTURE.

One of the last industries to come into prominence in British Columbia, but one which is destined to become increasingly important, is farming. With the great diversity of the character of the topography of the Province, great difference in the quality of the soils might be expected, and such is the case. Every variety can be found, from the rich bottom lands of the valleys and river deltas to the lightest, gravelly mountain sides. On the islands, and along the Fraser, from Yale to the coast, where the rainfall is regular, the land of the valleys is rich and heavy, while east of Yale, where the rainfall is light, there is a considerable quantity of good land, very productive under irrigation. Generally speaking, in the western part mixed farming and fruit-growing are carried on, while in the east are the great cattle ranges, where cattle live out all winter. The eastern part of the Province, comprising the Okanagan Valley, Boundary district and the Kootenays, possesses this great advantage, that in addition to having an extensive home market in the mining population for all agricultural products, it is able to supply what the whole Northwest Territories, now rapidly filling up, require—all the fruits of the temperate zone. The fruit-growing industry, in the production of apples, pears, plums and peaches, is increasing by leaps and bounds, and British Columbia fruit is now a standard as far east as Winnipeg. The exports of agricultural products do not give an idea of the production, both because of the large home market and the quantity shipped to other parts of Canada. Yet, in 1900 the value of animals and their produce exported from British Columbia amounted to \$484,027, and of agricultural products to \$77,116.

TRADE AND COMMERCE.

Though the trade of British Columbia is yet in its infancy it is now the largest per head of population of any country in the world, except Holland. In 1901 the imports were \$11,137,438 and the exports \$21,648,191, a total of \$32,785,629. Among the chief exports are fish, coal, gold, silver-lead, timber, masts, spars, furs and skins, fish, oil and hops. A large proportion of the canned and pickled salmon exported goes to Great Britain, Eastern Canada and the United States. Coal goes to the United States and Hawaiian Islands, timber to Great Britain, Africa, Russia, Japan, India, Australia and South America. The furs of land animals, as well as seal and otter, find a market in Europe and the United States. The silver and gold ores have hitherto been largely shipped to smelters in the United States, but with the present and anticipated facilities in this line, this source of revenue will be retained to Canada. British Columbia, in addition to her present sources of prosperity, will undoubtedly see a very large increase to her trade in two directions. First, in handling the products of Central and Eastern Canada on their way to Russia, China, Japan, India, and Australasia. In some lines this trade is simply beginning, as for instance the shipment of wheat and flour to China and India. When the millions of the Orient begin to eat wheat this trade will be enormous. Wheat shipments to Australia are now very heavy and there are also large exports of fish, timber and manufactured goods. The second line of great trade development is that of supplying the hundreds of thousands who will in a few years occupy the prairies of Western Canada, with the products, particularly fruits, of the more temperate climate of British Columbia.

CITIES AND TOWNS.

Victoria, with a population of 20,816 in 1901, is the capital of British Columbia, and the chief city of Vancouver Island. It was formerly a stockaded post of the Hudson's Bay Company, and was then called Fort Victoria. It is delightfully situated on a small arm of

the sea, commanding a superb view of the straits of San Juan de Fuca, the Olympian range in Washington, the mountains of the mainland, and snow-capped Mount Baker in the distance. The city's age may be said to date from 1858, when the discovery of gold on the mainland brought a rush of miners from the south. It is now a wealthy, well-built and very English city, with business and shipping interests of great importance. Victoria is pre-eminently a place to delight tourists, and has ample accommodation for a large floating population, having several comfortable hotels. Beacon Park and other resorts are interesting places. Various public buildings are also worthy of more than passing notice, the new Government buildings, costing about \$1,000,000, and covering over an acre of ground, especially being an imposing structure. Victoria is one of the great outfitting points on the coast for mining parties destined for the Klondike, Cassiar, and other mining regions. It has one of the largest iron works on the Pacific Coast outside of San Francisco. Victoria is a port of call of the C. P. R. line of steamers to Japan and China, and the Canadian-Australian line to Honolulu and Sydney, Australia. Steamers make twice-daily trips between Victoria and Vancouver, and other lines ply up and down the coast, connecting Victoria with Puget Sound, Skagway and the islands of the archipelago.

The other places on the island are Nanaimo, with a population of 6,130, the centre of the coal mining industry, about seventy miles distant, and Esquimalt, a small town three miles distant from Victoria, which has grown up about the British Naval Station on Esquimalt Harbor.

THE GATEWAY TO ASIA.

On the mainland the chief city is Vancouver, which is situated on a peninsula, having Burrard Inlet on the east and English Bay on the west. The city is the terminus of the Canadian Pacific Railway, and from the harbor sail the Canadian Pacific fleet of steamers to China and Japan. Its commercial importance as the gateway between the far West and far East is at once apparent. It is surrounded by a country of great

beauty, and the climate is milder and less varying than that of the South of England. Backed in the far distance by the Olympian range, sheltered on the north by the Coast range, and sheltered from the ocean by the highlands of Vancouver Island, it is protected on every side, while enjoying the sea-breeze from the straits of Georgia, whose tranquil waters bound the city on two sides. The inlet affords unlimited space for sea-going ships, the land falls gradually to the sea, rendering drainage easy, while an unlimited supply of pure water is brought across the inlet from a river-fed reservoir in one of the neighboring heights. The Canadian Pacific Railway reached Vancouver in May, 1887, when the first through train arrived from Montreal. Previous to that for a year Port Moody had been the Western terminus. The arrival of the railway and the establishment of great steamship lines to China, Japan and Australia, gave the city an impetus which caused a rapid and permanent growth unequalled in the history of Canada. Vancouver has all the advantage of railway communication with the centres of population in Washington, Oregon and California. Steamship lines also run from Vancouver to all points on Puget Sound and the northern coast, including Skagway, Nome and St. Michaels, the gateways to Alaska and the Klondike. In June, 1886, a disastrous conflagration wiped the young city, which was then wholly of wood, out of existence, leaving but one building, but it had been marked out for greatness by fate, and before the ashes were cold magnificent brick and stone buildings were taking the place of the light structures destroyed. The building of the city progressed rapidly, and now it is not only a great trade and outfitting centre for the interior mining regions of British Columbia and the Klondike, and for the shipping, fishing and lumbering districts, but has several extensive industries, such as iron works, sugar refinery, cement works, canneries, soap works, etc. The city is in the centre of the lumber trade of the Province, and within its limits are several large sawmills. The population in 1901 was 26,133. Electric cars run on the principal streets, which are paved with asphalt, and there

is a service of electric cars to and from New Westminster, on the Fraser River, a distance of about twelve miles. The city is laid out on a magnificent scale, and it is being built up in a style fully in accord with the plan. Its private residences, business blocks, banks, hotels, clubs, opera house, railway station and public buildings of all classes would be a credit to any city, while Stanley Park, with its fifteen hundred acres of giant trees, is one of the most magnificent parks in the world.

THE FORMER CAPITAL.

New Westminster, the old capital, which was founded by Col. Moody during the gold excitement of 1858-60, is situated on the north bank of the Fraser River, sixteen miles from its mouth. It had in 1901 a population of 6,499. It is connected with Vancouver by electric and steam railway lines, and is the centre of the salmon-packing industry. The lumber interest is represented by three large sawmills, while in the last few years it has become prominent as the centre of a rich agricultural district, and the chief exhibition of the Province is held here. It is the seat of two colleges and the provincial penitentiary, asylum for the insane and other public institutions are located in New Westminster.

INTERIOR TOWNS.

Rossland (pop., 6,159), Nelson (pop., 5,273), Revelstoke (pop., about 2,500), Kaslo (pop., 2,500), Greenwood (pop., 3,000) and Grand Forks (pop., 3,000) are towns in the interior which have grown up because of the great

mineral development of the last few years. Vernon (pop., 1,200) is the centre of a fine agricultural and fruit country, while Kamloops (pop., 2,000) does a large trade with ranchers, miners and farmers in the district, and is bound to become a great health resort, the valley in which it is situated being declared by competent authorities to be the greatest health resort for consumptives on the continent. Agassiz, on the main line of the C.P.R., 71 miles east of Vancouver, is the site of the Dominion Government experimental farm, and amongst other things the following are being tested,—1,200 varieties of apples, 400 of pears, 200 of plums, 80 of cherries, 220 of peaches, 25 of nectarines, 27 of apricots, 100 of grapes and many varieties of smaller fruits. Hop-growing has been proved to be very profitable, the average crop being 1,100 pounds to the acre.

BUSINESS, HEALTH, PLEASURE.

With her great resources which are every day becoming more available for the use of man, her thorough educational system, her magnificent scenery, which surpasses anything apart from the Andes or the Himalayas, and her salubrious climate, which in its variations from sea coast to mountain plateau is suited to all constitutions, and in the dry interior is Nature's great consumptive sanatorium—with all these advantages British Columbia is bound to rapidly advance until, in population, wealth, and importance, it vies with the great American States on the Pacific and with the greatest of the Canadian Provinces.



THE NORTHWEST TERRITORIES

In the year 1869 the vast regions then occupied by the Hudson's Bay Company to the north and west of the newly organized confederation of the Canadian Provinces were acquired by the Dominion. At that time it was peopled only by scattered Indian tribes, with the exception of a settlement on the Red River and the Hudson's Bay posts established at various points in connection with the fur trade. In 1870 the Province of Manitoba, embracing the Red River settlement, was created. The Territory of Keewatin was carved out of the eastern portion of the unorganized region in 1876, and in 1882 the Territories of Assiniboia, Alberta, Saskatchewan and Athabasca, specifically known as the Northwest Territories, were organized by a minute of the Canadian Privy Council, concurred in by the Federal Parliament on May 17th. The region still remaining unorganized, about 1,000,000 square miles in extent, was on October 2nd, 1895, formed into the districts of Ungava, Franklin and Mackenzie. In 1897 another change was rendered necessary by the rush of gold-seekers to the Klondike region and the consequent need of establishing settled government, and the district of Yukon was organized comprising some 456,000 square miles, the population of which in 1901 amounted to 27,219.

GOVERNMENT.

The Northwest Territories proper, as organized for the purposes of government, comprise the four above-mentioned—Assiniboia, Alberta, Saskatchewan and Athabasca. At first they were placed under the administration of the Lieut.-Governor of Manitoba. In 1880 the government was entrusted to the hands of a Territorial governor and council nominated by the Dominion Government, the council being afterwards made partly elective. In 1888 they were given representative institutions with some qualifications, an Advisory Council of four being selected from an elected Assembly comprising twenty-two members. A further extension of the principle of self-government

was afterwards made by vesting the governing power in an Executive Council and a Legislative Assembly having the same authority as other legislatures, excepting only as regards the borrowing of money on the public credit. Finally, in October 1897, the entire system of responsible government was established, the Executive Council being obliged to go to their constituents for re-election upon assuming the responsibilities of office. The aim has been throughout to extend and broaden the system just so fast as the progress of settlement and civilization in a new and largely unorganized country would admit of its being practicable under the conditions presented.

The seat of government is Regina in the territory of Assiniboia. The present Lieut.-Governor is Hon. A. E. Forget, the Executive Council consisting of Hon. Frederick W. G. Haultain and Hon. George H. V. Bulyea. The Territories have two representatives in the Dominion Senate and four in the House of Commons, but owing to the considerable increase of population which has taken place during the last decade, will be entitled to a largely increased representation under the redistribution which is shortly to be made. The qualification for electors is practically residential manhood suffrage, the term of residence required being twelve months in the Territory and three months in the electoral district.

POPULATION.

The population of the Territories, including the Yukon and the unorganized districts, has risen from 56,446 in 1881, to 98,967 in 1891, and 211,654 in 1901. The rate of increase during the last year, however, has been much greater, as there has latterly been a very considerable influx of American settlers, attracted by the comparatively cheap rate at which fertile agricultural land can be obtained and the advantages offered by the country for farming and stock-raising. The number of homestead entries in Western Canada for 1902 was 22,719 as compared with 9,145 for 1901. These figures include Manitoba, but the greater num-

ber of the settlers located in the Territories, and in addition to those who took up government land many more purchased homesteads from the railroad companies or others holding land for sale. There is every indication that the movement of population towards the central farming region of Canada is only beginning and that before the close of the present decade the population will be at least quadrupled.

PHYSICAL FEATURES.

The Northwest is characterized by great rivers, lakes and swamps. The largest river is the Mackenzie, whose chief tributaries, the Athabasca, Peace and Great Slave have their rise in the Rocky Mountains. The Great Fish river drains the northeast country into the Arctic ocean, but the southern portion of the region lies in the basin of rivers, falling into Hudson's Bay, the head streams of which are the Saskatchewan rivers, which flow from the Rocky Mountains, falling into Lake Winnipeg. The greater portion of the Northwest Territories consist of prairie lands, with occasional scattered groves or belts along the water-courses. There is also a large tract, chiefly timbered land, but interspersed with open prairie. Beyond these regions there is a belt of land which, though lying in a colder zone, is timbered and fertile in natural grasses, showing itself as well fitted for the growth of barley and oats as many regions of Northern Europe, which support a considerable population. Spring opens early in April, and the season advances rapidly so that there is more summer heat in May than in the East. The nights are cool, and throughout the period of greatest heat in July the coolness after sundown and the heavy dews bring relief and protect the cereals from the effects of drought. The winters are steady and the dryness of the atmosphere and the snow prevents the cold from being as severely felt as it would be in a moist climate. The weather is milder as the traveller goes further west, owing to the influence of the chinook winds, and the snowfall is also less. The precipitation of rain during the season varies from 6 to 12 inches, and the total snowfall from 31 to 60 inches.

ASSINIBOIA

The most easterly of the Territories is Assiniboia, which lies immediately west of Manitoba and north of the American boundary. It is 450 miles long and 250 miles wide, containing 90,340 square miles, and having a population of 67,385. It is a continuation of the grain-producing area of Manitoba, though the soil is somewhat lighter than that of the Red River Valley. The system of mixed farming is usually followed, the settlers raising many cattle and some sheep, and devoting a good deal of attention to dairying. In Eastern Assiniboia, near the boundary, there is a range of hills known as Moose Mountains, rising gradually from the surrounding plains to a considerable height. In western Assiniboia the prairie is more open than in the East. The soil, as a rule, is remarkably fertile, and wheat-growing is pursued on a large scale. The prairie is broken in two places by ranges of hills. One of these is the Wood Mountains, which furnish excellent grazing for cattle. The second range of high lands is called the Cypress Hills, stretching 80 miles from east to west, and 20 miles north and south, and reaching a height of 1,000 feet. In other parts there are similar breaks in the prairie, though not of such formidable dimensions. Settlement is rapidly progressing in the valleys formed by the numerous streams and creeks. Timber is found in the ravines, especially in the Cypress Hills. Beyond Moose Jaw the sub-arid region is reached, where water is scarce and irrigation difficult. The winters are mild and the snowfall light, and live stock graze in the open nearly throughout the winter. Along the creeks flowing from the Cypress Hills splendid crops are grown by artificial irrigation, and owing to the absence of frosts and the heat of the summer, corn, tomatoes and melons grow luxuriantly. The Qu'Appelle Valley, extending for 150 miles eastward from Long Lake to Fort Ellice, at the junction of the Assiniboine and Qu'Appelle rivers, is extremely fertile.

ALBERTA

The district of Alberta lies immediately to the west of Assiniboia and is 430 miles in

length by 250 in width, having an area of about 100,000 square miles. It had a population of 65,876 according to the last census. The southern part of the district presents a succession of luxuriant open plains, broken by valleys, formed by numerous streams flowing from the Rocky Mountains. The winters are tempered by the chinook winds. The country generally presents much the same characteristics as Assiniboia. It is specially adapted for cattle ranching, which industry is successfully followed by many of the settlers, live stock being raised in large numbers. This district also possesses important mineral resources. Gold is washed from the Saskatchewan to the extent of about \$50,000 a year, and coal is found at Lethbridge to the west of Calgary. The latter place is the principal business centre and the largest town in the Territories, its assessment amounting to \$2,290,140. The Territory extends into the Rocky Mountains as far as Banff, where a national park has been established in a region presenting great scenic attractions.

SASKATCHEWAN

Saskatchewan district, called after the river of that name, the meaning of which is "swift current," lies to the north of Manitoba and Assiniboia. Its area is 114,000 square miles, and its inhabitants number 25,679. A considerable proportion of its area is wooded, and settlement for some time has proceeded slowly. Population is now coming in more rapidly, owing to the opening up of railway communication between Regina and Prince Albert, the capital of the district. Battleford, which was originally the capital of the Territories, is situated in Saskatchewan, but the seat of government was removed to Regina, owing to its greater accessibility.

ATHABASCA.

The Athabasca district is situated further to the west, and as, in addition to being more remote, it does not offer equal advantages to the farmer and rancher with the other Territories, it has been so far little affected by settlement. It embraces an area of about 251,300, and the census of 1901 gives its population at 6,615.

RAILROADS.

The Northwest Territories are bisected by the Canadian Pacific Railway running through them from east to west. Other lines of railway are those from Regina to Prince Albert, from Moose Jaw to the International boundary at North Portal, from Medicine Hat to Lethbridge and thence to the boundary, from Calgary to South Edmonton on the Saskatchewan, and from Calgary to Macleod and thence by the Crow's Nest Pass to Kootenay. Owing to the great increase in production, the existing railway facilities are inadequate for the accommodation of the traffic, and various projects for opening up further lines are under consideration, some of which are certain to be put in operation before long.

AGRICULTURAL PROSPERITY.

The abundant harvests of the last two years have directed much attention to the vast possibilities of the Northwest as an agricultural country. The returns for 1901 give the yield of the leading cereals as follows: Wheat, 12,676,343 bushels, being 24.92 to the acre; oats, 11,113,066 bushels, being 48.43 to the acre; barley, 736,749 bushels, at the rate of 36.75 to the acre. The figures for 1902 will show a considerable increase in the output.

EDUCATION AND RELIGION.

Education is a matter of prime concern, and there is an excellent public school system in operation, administered by the Department of Education, at the head of which is one of the members of the Executive Council. In 1901 there were 562 schools in operation, with 23,687 enrolled pupils. The expenditure for educational purposes by the Legislative Assembly was \$162,215.

The leading Christian denominations are well represented, and great activity is shown in providing for the spiritual needs of the settlers by church-building, and the employment of missionaries. There were in 1901, 25,412 Anglicans, 22,208 Methodists, 27,806 Presbyterians, 30,089 Roman Catholics, and 48,009 other denominations. The large number comprised under the latter heading is due to the influx of foreigners. Of the total population including the unorganized districts, 123,725 are males and 87,924 females.

MANITOBA

The Province of Manitoba was admitted into the Dominion of Canada on July the 14th, 1870, as the first result of the acquisition of the immense territory formerly known as Rupert's Land, which had been held for two centuries by the Hudson's Bay Company under a charter granted in 1670 by King Charles II of England. The Company had made little attempt to colonize the country or to turn it to any further account than as a field for carrying on an extensive and profitable fur trade. Settlement had been retarded, and the advantages offered for agriculture and other branches of productive industry were generally unrecognized. The charter of the Hudson's Bay Company expiring about the time of Confederation, the Canadian Government induced the British Parliament to pass an act by which Rupert's Land or the Hudson's Bay Territory, should become part of the Dominion of Canada upon payment by the Dominion of three hundred thousand pounds sterling, the Company to retain one-twentieth of the land and their trading privileges.

The only settlement of importance when the country was taken over by the Dominion was on the Red River, where Lord Selkirk, a governor of the Hudson's Bay Company, had founded a colony in 1811. The entire white population of Rupert's Land, when the Province of Manitoba was organized, consisted of about ten thousand persons, principally living at or in the neighborhood of the Hudson's Bay trading posts, scattered throughout the territory. There were also several thousand half-breeds, descendants of the employees of the Hudson's Bay Company, and Indian women, principally settled in the Red River country. The larger proportion of these were of French origin on the paternal side, and disposed to regard with alarm and apprehension the opening up of the country to settlement, fearing that they might be dispossessed of their lands. Under the leadership of Louis Riel this feeling of dissatisfaction culminated in open revolt, and when the Honorable William

Macdougall, who had been appointed Governor of the Northwest Territories, attempted to enter the country by way of the United States, he was met near the boundary line by an armed force and compelled to return. The rebels organized a provisional government, with Louis Riel as President, and committed various acts of violence, including the murder of Thomas Scott, a loyalist, which created great excitement in Ontario. In May, 1870, the Manitoba Act was passed by the Dominion Parliament, creating the Province of Manitoba out of the Red River settlement, with a constitution similar to that of Ontario. The new Province was given two representatives in the Senate, and four in the Commons. It was provided that the remaining portion of the territory was to be under the administration of the Lieutenant-Governor of Manitoba and a council of eleven members. In June of the same year Colonel Garnet Wolseley, now Lord Wolseley, started with a force of 1,200 men, nearly all Canadian volunteers, to crush the insurrection and after considerable difficulties had been encountered on the march, arrived at Fort Garry, when he found that Riel and his associates had taken flight. The Hon. Adams George Archibald was installed as the first Lieutenant-Governor of Manitoba. The area of the Province, which was small when it was first constituted, was afterwards considerably extended and it now embraces 73,956 square miles.

PHYSICAL CHARACTERISTICS.

Manitoba is well watered by lakes and rivers, and although mainly a prairie country is not a monotonous level expanse, as in most parts it is more or less undulating with hills and valleys in some places. There are in the Province several elevations called mountains, though only rising gradually to the height of a few hundred feet from the level of the surrounding plain, which, as a rule, are well timbered. These include the Turtle Mountains on the boundary, the Pembina Mountains a few miles to the northeast of them, and the

Moose Mountains just beyond the western boundary in the south. The largest range of hills is the Riding Mountains in Northern Manitoba, separated by the Valley River from the Duck Mountains and the Porcupine Hills to the north. There are large tracts of forest land within easy access from most points, and the timber reserves of the Province, ensuring a continuous supply of wood for the future, embrace about 1,300,000 acres. The Province is fortunate in its water supply, as in addition to the lakes and streams, water can be obtained by digging at a depth of from 25 to 50 feet. This underground supply comes from the Rocky Mountains through the lower strata of gravel and comes to the surface in lakes Manitoba, Winnipeg and Winnipegosis, large sheets of navigable water which empty into Hudson's Bay, after receiving the waters of the Red River from the south, the Assiniboine from the west and the Winnipeg River on the east. There are in parts of Manitoba and the Northwest Territories large beds of blue clay in substrata through which the underground drainage cannot penetrate, and it therefore flows below them. In places where these exist, artesian wells have to be resorted to in order to obtain a supply of water.

The Assiniboine River divides the prairie section into two nearly equal parts—Northern and Southern Manitoba. Southern Manitoba has a light, gritty soil on the open prairie and is *par excellence* the wheat-growing section. Northern Manitoba has a heavier soil, black loam predominating, and is better adapted for the raising of coarse grain and stock of all kinds. Mixed farming is consequently largely pursued in the northern part of the Province, while south of the Assiniboine wheat-growing is the staple line of agriculture. The fall from the head-waters of the Assiniboine to its mouth at Winnipeg is about 1,600 to 1,800 feet and it crosses and recrosses the valley in a tortuous manner, conveying down large quantities of alluvial deposits. The bottom lands, which extend from 80 to 100 miles east and west of Winnipeg, have been at one time the bed of a large lake from which the waters have been drained, leaving a deep deposit of silt and clay of great agricultural value. The

ancient mark of its shores are observable on the tableland to the west. On the western boundary of this distinct formation the country rises to a plateau of about 800 or 900 feet, so that while the city of Winnipeg is only 700 feet above the sea level Neepawa and Brandon, not far distant, are at from 1,500 to 1,600 feet of an elevation.

CLIMATE.

The climate, instead of being a drawback to the prosperity of the Province, as is often supposed, is in fact one of the main causes of its great agricultural productiveness. As a general thing, winter sets in about the middle of November and lasts until about the end of March, although frequently the snow does not fall in any quantity until late in December. The cold is continuous throughout and the snow remains dry and crisp. When spring sets in the growth of crops is rapid. May is usually warm and pleasant and the month of June characterized by frequent rains. There is more sunshine in summer than in the adjoining States south of the border, as the days are longer. From June 15th to July 1st there are nearly two hours more daylight in every twenty-four in Manitoba than in Ohio and the States in the same latitude. The effect of this is seen in the better yield and quality of the grain which produces from 30 to 50 per cent. more to the acre than can be grown south of the boundary line. The farther the land is towards the northern limit of its adaptability for wheat-growing, the better its qualities are found to be. Another advantage is, that the subsoil is kept moist throughout the heat of the summer by the slow melting of the frozen ground several feet below the surface. As the thawing process is very gradual at this depth, the moisture ascends to the surface when the soil above is parched by the heat and supplies nourishment to the roots of the grain. During the dry season in mid-summer there are frequently copious dews during the cool nights which compensate for the want of rain.

The average annual snowfall of Manitoba is 62 inches. The annual precipitation of rain averages 17.34 inches. The mean annual

temperature at Winnipeg is 32.7 degrees, the average for January being 5.2 degrees and for July 66.1 degrees.

The climatic effects of settlement and cultivation are very apparent. When the soil is first turned up by the plow it is cold—but after being exposed to the sun and atmosphere by the breaking up of the prairie it soon warms up and radiates heat. After the prairie is subjected to cultivation and the subsoil loosened to a depth of six inches the danger to the crops from frost disappears. The extension of the cultivated area creates a general modification of the temperature during the growing season.

POPULATION

The population of the Province has increased from 65,000 in 1891 to 152,506 in 1891 and 254,947 in 1901. Now that the attention of the people of the Western States, where there is no longer any cheap land suited for agriculture to be obtained, has been drawn to Western Canada as a field for immigration, a great influx has set in and very large additions have been made to the population during the last year. The immigrants arriving from across the line, moreover, are the best class of settlers being mostly experienced farmers, and used to conditions similar to those prevailing in Canada, and nearly all of them in good circumstances. The *New England Magazine*, writing of American influx into Canada says: "For Canada the hour of destiny has struck. She has the physical basis for an Empire, and the stream of immigration which has now begun will swell into a mighty movement of population like that by which our central west was occupied until her fertile lands shall be the homes of millions of prosperous people. Thus far American immigrants are largely in excess of those from other lands, outside the British groups, and American thought will have a mighty influence in moulding the character of the coming commonwealths of Western Canada. The English-speaking immigrants outnumber manifold all those of other tongues and thus it is made sure that both the great Republic and the nascent nation adjoining will be loyal to the idea of constitutional liberty,

and standing side by side will work together to advance that Anglo-Saxon civilization which seems destined to dominate the world."

The origins of the population are given as follows in the census returns of 1901: English, 64,542; Irish, 47,418; Scotch, 51,375; French, 16,021; German, 27,265; Scandinavian, 11,924; Russians, 4976; Austro-Hungarian, 8981; half-breeds, 10,371, and Indians, 5906. The number of those of American birth was 6922, which has been greatly increased by recent immigration.

AGRICULTURE.

Of the total area of Manitoba about 25,000-000 acres is cultivable land, of which 2,952,002 acres was actually under crop in 1901. Manitoba No. 1 hard wheat is the highest grade of wheat that is grown and commands the best price in the markets of the world. More than half the total crop of Manitoba receives this grade and consequently nets the farmers a proportionately high price, being exceedingly rich in gluten, firm and elastic in quality, containing a low percentage of moisture and being consequently of high bread-baking value. The total yield of wheat in 1901 was 50,502,085 bushels valued at \$25,251,042, the average yield per acre being 25 bushels. The output of wheat for 1902 is estimated at about 60,000,000 bushels. Taking the last 18 years, from 1883 to 1901, inclusive, the average yield of wheat is 18.60 bushels per acre. Next in importance among agricultural staples is the oat crop, which in 1901 amounted to 27,796,588 bushels, valued at \$7,505,078, the yield being 40.8 bushels to the acre. Barley was grown to the extent of 6,536,155 bushels of the value of \$2,287,304, the yield being 32.4 bushels per acre. Other crops were potatoes, 4,797,433 bushels, valued at \$1,199,358; other roots 2,925,362 bushels, value, \$292,536; flax 266,429, value, \$219,794, and rye 62,261 bushels, valued at \$24,904.

In large sections agriculture has hardly as yet advanced much beyond the pioneer stage. In most cases homesteads have still to be made complete with all the accessories necessary to a properly equipped farm. In the richer and longer settled districts, however, large and attractive farm houses with immense barns

and substantial modern improvements are found, affording the strongest possible evidence as to the wealth of the Province and the prosperity attendant upon the agricultural industry. This is especially noticeable in the rich plains to the west of Winnipeg, where for hundreds of miles stretches one of the richest and most productive wheat-growing districts in the world.

The results of experimental tests of varieties of grain as to their relative productivity at the Experimental Farm at Brandon, fully confirm all that has been claimed as to the wonderful fertility of the soil and the excellence of Manitoba cereals. Three years continuous tests were made with the following results. In spring wheat tests made with 12 varieties showed an average yield of 35 bushels, 28 pounds per acre. In oats, 12 varieties being tested, gave an average of 75 bushels, 20 pounds to the acre. In two-rowed barley, six varieties yielded an average of 42 bushels, 31 pounds per acre, and the average yield of potatoes, experiments being made with 12 varieties, was 343 bushels and 50 pounds per acre. These averages cannot be surpassed in any quarter of the globe.

The grain is graded by official inspectors at Winnipeg and at the elevators at Fort William and the reports of the grades published by car lots show a steady improvement in quality. A system of elevators in the hands of private individuals or companies furnishes the storage at the railroad stations and terminal points, but the advantage of being able to wait on the demand instead of being forced to sell at the prices prevailing at harvest-time is inducing many farmers to build granaries, so that they can retain their wheat until they can dispose of it at higher prices. There are two large milling companies in Manitoba, which take about six million bushels of wheat annually, and a portion of the crop is purchased for millers in Eastern Canada to enable them to grade up the quality of their soft wheats. There are also a number of buyers in Winnipeg who purchase for export, but they operate as a syndicate. Farmers have the privilege of shipping wheat to the elevators at Fort William, and getting an advance from the banks on the shipping

bills. The elevator capacity within the Manitoba grain inspection district is 21,298,000 bushels. The capacity of the largest elevators is as follows: Ogilvie Milling Co., Winnipeg, 320,600 bushels; Northern Elevator Co., Winnipeg, 140,000 bushels; Alex. Kelly & Co., Brandon, 125,000 bushels; Farmers' Elevator Co., Portage la Prairie, 110,000 bushels.

STOCK-RAISING.

An increased amount of attention is being devoted to mixed farming and the rearing of live stock and poultry in connection with grain growing. Horses and cattle thrive remarkably well on the prairie farms and in proportion to the number kept there is fully as much high-class stock as in any part of America. A large number of valuable stallions have been imported from Europe. Cattle are raised in increasing numbers throughout the Province, including every class of the finer breeds among which may be specified Shorthorns, Galloways, Polled Angus, Herefords, Jerseys and Holsteins. The export of beef cattle is large and owing to the demand in the mining districts of British Columbia and the Yukon there is a remunerative home market. Usually cattle are fed on the wild prairie hay which in most parts grows luxuriantly. Both cattle and horses are found to thrive better on the native prairie grass than on cultivated varieties. The quality of the beef is of the richest and the cost is reduced to a minimum. Ordinarily the farmer in Manitoba only needs to go out on the prairie and cut and cure all the grass required for his winter's feed.

In 1901 the average weight of the crop cut was 1.8 tons per acre, while in the northwest district of the Province it was fully two tons. Cultivated grasses yield great weight, the average for the whole Province being 2 tons per acre and 2.3 tons in the northwest district. In some parts there are extensive sheep ranches, it having been found that the country is specially adapted to the raising of sheep, which whether undertaken on a large or a small scale has been found a remunerative branch of farming. The raising of hogs for export is also an important source of revenue. There are packing-houses at different points which create a

local market, in addition to which there is a steady demand from the mining districts and lumber camps.

The live stock in the Province in 1901 numbered 142,088 horses, 263,168 cattle and 22,960 sheep. The income received by the farmers from cattle in the same year was \$1,052,000 and from hogs \$250,000.

DAIRYING.

A large amount of cheese and butter of excellent quality is produced, the cheese factory and creamery systems being in operation. The output of cheese in 1901 was 1,039,392 pounds, valued at \$88,348. The yield of butter was 5,208,740 pounds of the value of \$837,964. With the vastly increased local demand occasioned by the growth of Winnipeg and other centres of population and the facilities now afforded by cold storage for shipment of the product abroad, the production of butter and cheese is likely to increase very largely in the course of the next few years.

PROFITS OF FARMING.

According to a careful estimate the income of the farmers of Manitoba for 1901, based on the current prices of produce, amounted to a total of \$39,368,051. With 35,000 men engaged in agricultural production, this gives an average income of over \$1,000 for every farmer, or over \$13 for every acre under cultivation. The area of cultivated land has increased from 1,512,136 acres in 1891 to 2,952,002 acres in 1901 and in the same period the yield of wheat has more than doubled. During this decade about ten million dollars were expended in farm buildings and the municipalities have developed and improved in corresponding proportions. The limits to which production may ultimately reach can hardly be estimated, as the land still available for agriculture is about 22,047,000 acres, or nearly ten times as much as the area at present occupied. Of the total population of Manitoba in 1901, 47,720 were urban and 207,227 rural residents.

TRADE AND COMMERCE.

The wonderful growth of the trade of Manitoba is strikingly indicated by the returns of

banking transactions for the last eight years. In 1894 the total volume of business effected at the Winnipeg Clearing House amounted to \$50,540,648. In 1898 this had increased to \$90,674,325 and in 1901 had reached the figure of \$134,199,483. Winnipeg has now reached the third place among the commercial centres of the Dominion in respect to the volume of its banking transactions, being only exceeded by Montreal and Toronto. When the great increase in population and production is taken into account, this expansion, large as it is, ceases to be a cause for surprise. The chartered banks doing business in Winnipeg, numbering 12 or more, have a combined capital of over \$47,800,000, and in addition to the abundant banking facilities offered by the capital, there are about forty other places in the Province where bank agencies have been established. In addition to the great agricultural and stock-breeding interests which form the basis of Manitoba's prosperity, other branches of industry and trade are flourishing. Many departments of manufacture have been introduced and with the rapid growth of the local markets will continually absorb more capital and skill and secure the people the advantage of a diversity of occupations. The wholesale trade that was formerly carried on almost exclusively with Montreal and Toronto, is now largely conducted with Winnipeg establishments, so that the Province is rapidly attaining an independent status in the commercial world. Eventually mining will take a prominent place among the industrial activities of the Province as the coarser metals are found within its borders. But this industry can only be profitably developed when population becomes sufficiently dense and its requirements large and varied enough to give a local market such as will ensure an adequate demand. The Laurentian range of rocks which runs nearly across the continent passes through Manitoba on the eastern side of Lake Winnipeg and contains numerous minerals which will constitute an important factor in the future industrial life of the Province when economic conditions favor their development. Gold mining has been prosecuted to some extent in the Lake of the Woods district, 120 miles east of Winnipeg

and it is probable that it may become a permanent industry owing to the economy with which the mines can be worked. So many stretches of navigable water greatly cheapen the transport of ores to smelters, while the Canadian Pacific Railway passes through the centre of the district. Economy in operation will compensate for the low grade of the ore which in a differently situated locality would not pay.

RAILWAYS.

The system of railway transportation centres in Winnipeg, and is practically in the hands of the Canadian Pacific Railway. Its main arteries are the C.P.R. main line, the Southwestern Railway, which runs south and west within fifteen miles of the Canadian Pacific parallel to the American boundary, and is a link in a loop line to Regina; the Manitoba and Southwestern, running east and west about twenty-five miles south of the C.P.R.; the Manitoba and Northwestern, which runs northwesterly to Russell County in the Shell River district, and Lake Dauphin Railway, which runs north, skirting the western shore of Lakes Manitoba and Winnipegosis. The Canadian Northern Railway runs from Port Arthur south of the Lake of the Woods, and enters Manitoba at the south-eastern angle of the Province, running thence to Winnipeg. There are three lines in the Red River Valley, extending from the American frontier to Winnipeg: the St. Paul, Minneapolis and Manitoba Railway; the Northern Pacific, with branches to Portage la Prairie and Brandon, and the Pembina branch on the eastern side of the Red River, now owned by the Canadian Pacific Railway. The Southeastern Railway runs to the United States boundary south of the Lake of the Woods. These lines tap the leading agricultural districts, and bring nearly all the farms in the Province within twenty miles of a railway line. These transportation facilities, so essential to the prosperity of a community depending mainly upon distant foreign markets for the disposal of its agricultural products, are likely to be largely increased in the near future. In 1891 the railway mileage of the Province was 1,235 miles; in 1901 it had increased to 2,346 miles.

FUEL.

The inhabitants of Manitoba, moreover, are largely dependent on the railway system for a supply of fuel. Coal has been found in abundant quantities in the Northwestern Territories, there being some 65,000 square miles of coal-bearing strata between the Red River and the Rocky Mountains. Extensive coal mines are now in operation at Canmore, Lethbridge, Edmonton and Anthracite in Alberta, the product of the first three named being bituminous, and the output of the last hard coal of excellent quality. Lignite coal, which makes fairly good fuel, is also mined in Assiniboia. The Legislature of Manitoba has effected arrangements by which coal is procured from the territories at a price stipulated not to exceed from \$2.50 to \$5.00 per ton, according to locality. This, combined with the ample transportation facilities furnished by the railroads, places the farmers of Manitoba in an exceptionably favorable position as regards the supply of fuel at a reasonable price.

THE CITY OF WINNIPEG.

Winnipeg, the capital city of the Province, was known as Fort Garry in 1870, and consisted of about thirty houses in the vicinity of the Hudson's Bay Post of that name, with a population numbering about 150. It is situated at the junction of the Assiniboine and Red Rivers, extending along the western bank of the latter, and is forty miles south of Lake Winnipeg, and sixty-six miles north of the boundary. It was incorporated as a city in 1874 and rapidly increased in population. In 1880 came the great land boom, when settlers and money for investment poured in, and within a year the population increased from 6,000 to 12,000. A more permanent and substantial source of growth and prosperity was the completion of the construction of the Lake Superior section of the Canadian Pacific Railway, giving the city direct railway connection with Eastern Canada. The railroad began active operations in the spring of 1881, and in a short time the population had increased to 20,000. From that time its growth has been steady and based upon the solid foundation of

the trade and production of the increasing population of the Province, and its inhabitants in 1901 numbered 42,340. Its commanding position as a distributing centre for the Province and the adjoining Northwest Territories has already been referred to. Situated on the eastern edge of the great prairie country, which extends from the Red River to the Rocky Mountains, and with railways radiating from it in all directions, it is the great central mart of Western Canada. To the east is the mining and timber district of the Lake of the Woods. To the north the timbered areas and mineral deposits of the region around Lake Winnipeg, and the fisheries on its shores; while to the northwest are the resources in timber, salt and fisheries furnished by Lakes Manitoba and Winnipegosis. The Red River has in ordinary seasons sufficient depth to permit of navigation by large river steamers from the boundary to Lake Winnipeg. With such advantages of position the city is naturally the centre of the wholesale and jobbing trade of the Northwest, and the number of handsome and commodious warehouses and business structures, with the most modern furnishings and appliances, are a marked feature of the commercial quarter of the city. Shipments of merchandise are made daily to points over a thousand miles distant. A large number of English and Canadian loan and investment companies, who do a profitable business in Manitoba, have general agencies in Winnipeg, and all the leading insurance offices are represented. The headquarters of the Manitoba grain and flour trade is to be found in the rooms of the Winnipeg Grain and Flour Exchange, which includes in its membership the principal millers, grain dealers and exporters. The head land and timber offices of the Dominion Government for the West are located in Winnipeg, as also are the head offices of the Hudson's Bay Co., and the great land companies. Among other notable institutions are the Provincial Government buildings and the Institution for the Deaf and Dumb. Winnipeg has fifteen Public Schools and a Collegiate Institute, the staff of teachers numbering over one hundred.

Brandon, the next city in importance, is

situated in the southwestern section of the Province in the midst of a fine agricultural country, and has a population of 5,620. The Provincial Experimental Farm is located in the immediate neighborhood. Portage la Prairie has a population of 3,901, and Selkirk has 2,188 inhabitants. There are few large towns in Manitoba, as manufacturing industries have not yet advanced sufficiently to build up industrial centres.

LOCAL GOVERNMENT.

The principle of responsible government prevails in Manitoba as in the other Provinces. A Lieutenant-Governor represents the Governor-General, the present incumbent of the office being Hon. Daniel Hunter McMillan. His Cabinet comprising the heads of the various administrative departments must have the support of a majority of the members of the Legislative Assembly. The present Ministry is constituted as follows: Premier, President of the Council, and Commissioner of Railways, Hon. Redmond P. Roblin; Provincial Treasurer and Minister of Agriculture and Immigration, Hon. John A. Davidson; Provincial Secretary and Minister of Public Works, Hon. David H. McFadden; Attorney-General and Minister of Education, Hon. Colin H. Campbell; Hon. Robert Rogers and Hon. James Johnson, Ministers without Portfolio. The Legislature comprises 40 members and there is only one Chamber. Manitoba has at present seven representatives in the Dominion House of Commons, but the growth of the population will entitle her to additional representation when a readjustment is made. The qualification for electors is practically residential manhood suffrage. Voters must be domiciled for 12 months in the Province and three months in the electoral division before they can exercise the suffrage.

Ample provision is made by the Province for the care of the afflicted and the suffering. There are homes provided for incurables, hospitals for the sick, and asylums for the insane. The people and the Government have shown themselves fully alive to the requirements of the most civilized and progressive communities in this respect.

EDUCATION.

The school system of Manitoba, largely modelled upon that of the older Province of Ontario, is equal to that of any on the continent. The rural schools are about every three miles apart in the settled districts, and education is absolutely free. The Provincial Government makes an annual grant of a considerable sum to each school, and all expenses, including teachers' salaries, are paid from this source, and a general tax levied on the land in the school district. This assures to the poor the same advantages as are enjoyed by the children of wealthy parents. The teachers are required to have certificates showing that they possess the requisite qualifications. In the city and town high schools and Collegiate Institutes are maintained.

In 1871 the school population of the Province was 817, and in 1901 it was 59,811. The number of enrolled pupils in the latter year was 51,888, and the average attendance 27,550. The number of teachers was 1,472, and 815 certificates were granted during the year. There is one teacher for every 240 inhabitants, and for every forty children. The entire value of the school properties of the Province in 1901 was \$1,410,719, or \$3 per head of the population, and the total expenditure for educational purposes, \$1,272,616. The average salary paid to teachers in the rural districts is \$373 per annum, and the highest salary in cities is \$1,800. The schools are subject to inspection at intervals by educational specialists, to ensure the adoption of the most approved methods. The schools are absolutely non-sectarian and are national in character, secular branches alone being taught during regular school hours—though religious instruction may be given, if desired, during hours set apart for that purpose.

PUBLIC LANDS OF THE PROVINCE.

Abundance of land can be had by settlers, either absolutely free or at a comparatively low price, according to location. There are more than 22,000,000 acres of fertile land which remain to be taken up. It is covered with a rank growth of rich prairie grass capable of supporting and fattening cattle in

its wild state, and the soil when brought under cultivation will yield abundant harvests of wheat and other cereals, besides corn fodder, hay, roots and almost every crop capable of being produced in a temperate climate. Under the liberal homestead laws of the Province any person who is the head of a family or any male 18 years of age may enter a quarter section, or 160 acres of any even-numbered section not already settled on or reserved. He will be entitled to a patent conferring absolute ownership, provided he settles upon the land within six months and cultivates it for three years, during which time he is not permitted to be absent from his homestead for more than six months. An alien, in order to be entitled to the privilege of taking up free land, must become naturalized. The free lands are now confined to those portions of the country farthest from settlements, such as the Dauphin, Swan River and Carrot River districts, which, though fertile, have not adequate railroad facilities. So far, however, only about one-half of the Province has been surveyed, and as soon as new surveys are undertaken more land is opened for settlement and becomes subject to entry under the homestead law. Of the land yet unsurveyed about one-quarter is said to be fairly good farming land.

The Provincial Government owns 1,500,000 acres close to railways and towns, which can be purchased for \$3.50 per acre. About one-third of these lands were taken over from the Manitoba and Northwestern Railway Co., and lie close to that line. The remaining lands have been transferred to the Government under the Swamp Lands Act, and were at one time either wholly or partially under water. Thousands of acres have been reclaimed by an effective system of drainage, and it is expected that a large proportion can be successfully brought under cultivation. Some of this area is well wooded with poplar, tamarac and spruce, and while a considerable proportion is classed as wheat lands, the larger quantity is more especially adapted to mixed farming. These lands can be obtained by a payment of one-tenth of the purchase money down, and the remainder in nine annual instalments, with 6 per cent. interest.

The Canadian Pacific Railway Company owns large areas of land in the Province, which are offered for sale at from \$3 to \$6 per acre. Actual settlers can buy 160 acres of land at \$3 per acre, with a payment of \$71 down and the remainder in nine instalments. The Canadian Northern Railway Co., has large tracts of land in the Dauphin, Swan River and Carrot River districts, newly opened up by the completion of their line, which is offered at prices ranging from \$2.50 to \$5 per acre on terms of payment extending over ten years. The Hudson's Bay Company's lands can be bought at moderate prices and easy terms without conditions of settlement. But the greater quantity of the choice lands are in the hands of land companies and private individuals and are held at prices ranging from \$4 per acre upwards.

THE HOMESTEAD LAW.

The Province has a liberal homestead law

which secures the settler from being impoverished or dispossessed of his holdings should misfortune overtake him. The land on which the settler resides or which he cultivates, not exceeding 160 acres, is exempt from seizure by any process issued by the courts, and cannot be taken by creditors except under mortgage or to satisfy unpaid purchase money. The law also applies to the residences or homes of persons other than farmers to the extent of \$1,500, with further exemptions of furniture, agricultural implements and other necessities.

Taxation presses but lightly upon the people of Manitoba. Practically all the taxes levied outside the urban municipalities amount on an average to no more than \$12 a year on each quarter section, or 160 acres of land, and are expended on the schools, roads and local improvements of the municipalities where they are raised.

ONTARIO

The Province of Ontario occupies a central position among the territorial divisions of Canada, though considerably nearer the Atlantic than the Pacific coast. It lies westward of Quebec and the Maritime Provinces and east of Manitoba, its southern boundary being the Great Lakes and the St. Lawrence River. It comprises, according to the latest returns, 219,650 square miles, by far the greater portion of which is still unsettled. It has a total population of 2,182,947, nearly the whole of which is to be found within the southern section of the Province, containing an area of some 49,000 square miles, forming a triangle extending south-west from the Ottawa River to the three great lakes, Ontario, Erie and Huron and separated from the northern division popularly known as "New Ontario" by Lake Nipissing and the French River. Southern Ontario was originally covered with dense forests covering a soil of great fertility, suited by soil and climate to all branches of agriculture. It now embraces twenty-three million acres of occupied farm lands, as nearly all the area fitted for cultivation has been taken up.

Northern or New Ontario is a region presenting different characteristics. A large portion of it is rocky and broken and not of a character to attract agricultural settlement. It is, however, rich in minerals and promises to become a great mining and manufacturing region. Northward of this tract, however, runs the great clay belt stretching from east to west across the Province and estimated to contain about 16,000,000 acres of agricultural land of great fertility. Northern Ontario is well wooded and watered by many large rivers flowing northward to Hudson's Bay, while there are, in addition, numerous small streams and lakes. When the country is opened up by railway communication it will rapidly become settled as it presents many attractions, not merely to the farmer but to those seeking to engage in other forms of industry, for which its great natural resources provide the material.

The whole Province has an extreme length from north to south of 750 miles and a breadth of 1,000 miles. It is larger than the States of New York, Pennsylvania, Ohio, Maine, New

Hampshire and Vermont combined and contains 78,000 square miles more than the area of the British Isles. Of its total area less than twenty per cent. is settled and there are in round numbers 100,000 square miles yet unsurveyed, a considerable proportion of which is almost unexplored.

EARLY SETTLEMENT.

Ontario was first settled at the close of the American War of Independence when, in 1784, about ten thousand of the United Empire Loyalists who had fought for the British Crown and wished to retain their allegiance to Britain, settled on the frontier along the River St. Lawrence and Lake Ontario and in the Niagara peninsula. They were of various origins, including in addition to those of British descent, many of German and Dutch ancestry. They endured great hardships at the outset and for some time were only enabled to procure the bare necessities of life. In 1812 the population had grown to 80,000, nearly all of whom were engaged in cultivating the soil. Gradually the frontier settlements were extended further inland and more land brought under cultivation and centres of population sprang up. In 1830 there were five towns having a population of over 1,000, of which the largest was Kingston with 3,587. In 1837 the population had increased to 397,500. About this time a great wave of immigration from Britain and Ireland set in which in the next decade was further increased by the Irish famine, Ontario receiving her share of the great numbers of the impoverished Irish peasantry who sought homes across the Atlantic. From that time the opening up and colonization of the Province proceeded rapidly and each decennial census recorded a substantial advance. The lumbering industry began to assume large proportions on account of the increasing demand in Britain for Canadian timber. The lumberman became the pioneer of settlement, the soil, wherever it was of an arable character, being quickly occupied as soon as it was stripped of its timber. Towns and villages sprang up as lumbering centres and farming industry in the neighborhood became remunerative. The opening up of railway communication also

proved a considerable factor in promoting settlement and stimulating all branches of production.

GOVERNMENT.

The political changes through which the Province has passed are recorded elsewhere. The central governing body of the Province is an elective Legislature of 98 members chosen under a system which is practically manhood suffrage, with a qualification as to residence and citizenship. The British system of responsible government prevails, the Cabinet Council chosen from the House as the advisers of the Lieutenant-Governor, holding office only so long as they retain the confidence of the Legislative Assembly. Each Minister is the responsible head of an administrative department. Sir Oliver Mowat occupies the position of Lieut.-Governor and the following are the members of the Administration as at present constituted: Hon. George W. Ross, Premier and Provincial Treasurer; Hon. James R. Stratton, Provincial Secretary; Hon. James M. Gibson, Attorney-General; Hon. Richard Harcourt, Minister of Education; Hon. Elihu J. Davis, Commissioner of Crown Lands; Hon. John Dryden, Minister of Agriculture, and Hon. F. R. Latchford, Commissioner of Public Works.

The legislative powers of the Province relate to the management and sale of public lands, timber and minerals, the administration of justice within the Province, property and the raising of revenue for provincial purposes, maintenance and control of prisons, hospitals, asylums and charities, education, liquor licenses, local works and undertakings and generally all matters of a local as distinct from a national character.

Ontario occupies the unique position among American commonwealths of being absolutely free from any taxation for the support of the Provincial government. The revenue is largely derived from the sales of timber, minerals and Crown lands, and from liquor licenses and other fees for special privileges supplemented by a subsidy from the Government of the Dominion. The Province possesses a very complete system of municipal self-government. Territorially it is divided into city, town, town-

ship and village municipalities, each of which annually elects a council to attend to its local concerns. These municipalities are created and their powers and authority regulated by the Legislative Assembly. They have power within certain limits to impose municipal taxes, which are the only direct imposts to which the people of Ontario are subject. From this brief outline of the system it will be apprehended that the principle of local self-government obtains throughout and that in no civilized country has the individual citizen a greater degree of freedom or more direct control over the legislation that affects him than in Ontario.

LEADING CITIES

Most of the leading cities of Ontario are located on the shores of the Great Lakes and rivers. Toronto, the capital of the Province, and the second city in Canada, is situated on the north shore of Lake Ontario, and had a population in 1901 of 208,040. It is the principal commercial and distributing point of Central Canada and the seat of the University of Toronto, and other leading educational institutions and a place of great mercantile and industrial importance, occupying an unrivalled position as a railway centre. The Canadian Pacific and Grand Trunk systems with their tributary roads, make it the radial point of eight lines to the north, east and west. In the season of navigation a large amount of traffic is conducted by the splendid lines of steamships which ply regularly to Montreal and the leading Lake Ontario ports. Few large centres of population are so well provided with spacious parks and recreation grounds. Its numerous public buildings include the Provincial Government buildings, the City Hall, recently erected at a cost of \$3,600,000, and the University of Toronto. Toronto is visited by a large number of tourists and pleasure-seekers every summer.

The city of Ottawa, the capital of Canada, is picturesquely situated on the Ottawa River, which forms the boundary between Ontario and Quebec, its population in 1901 being 59,928. Its most conspicuous feature is the handsome and substantial Parliament and Departmental buildings which occupy a central and com-

manding position. Rideau Hall, the official residence of the Governor-General is situated in the suburbs. The most important business interest of Ottawa is the lumbering trade drawn from the extensive region of the Upper Ottawa and its tributary streams. The navigation of the Ottawa River is interrupted by the Chaudière Falls, which furnish a magnificent water power for a large number of lumber mills and other industrial establishments.

Hamilton, with a population of 52,634, is situated at the extreme western end of Lake Ontario, 40 miles by rail southwest of Toronto, occupying a plain lying between the Bay and the escarpment or ridge of land which is a continuation of the height over which the Niagara River plunges at the Falls. It is a thriving, manufacturing centre, the industries established there including the principal lines of manufacture.

London is situated 76 miles west of Hamilton and is the distributing point for one of the leading agricultural districts of the Province. It has a population of 37,981, largely engaged in manufactures.

Kingston, on the St. Lawrence River, 172 miles from Montreal, is the seat of Queen's University and the Royal Military College, and has an Anglican and Roman Catholic Cathedral. Its most noteworthy industries are its extensive locomotive, car and steam-engine workshops. The population numbers 17,961.

Brantford, located on the Grand River, is one of the most progressive of the smaller cities of Canada. It has 16,619 inhabitants, some 3,000 men being employed in the various manufacturing activities, the most important being the making of agricultural implements. Brantford stands third among the cities of the Dominion in the export of manufactured goods. It is the seat of the Provincial Institution for the Education of the Blind, The Six-Nation Indian reserve is in the immediate neighborhood.

Other Ontario cities are Guelph, St. Thomas, Belleville, Chatham, St. Catharines, Stratford, Windsor and Woodstock.

THE STAPLE INDUSTRY.

The southern portion of Ontario is pre-emi-

nently adapted to agriculture, its soil and climate being in all respects such as are requisite to produce the best results both in grain-growing and stock-raising. In the year 1901 the total area of rural land in occupation was 23,636,178 acres, of which 13,436,482 acres were cleared. The magnitude and importance of the farming industry is shown by the returns giving the values of farm property in 1901. The value of farm land in that year amounted to \$585,354,294; farm buildings, \$226,575,228; implements, \$59,897,513; live stock, \$129,496,261—making an aggregate value of \$1,001,323,296, which is far in excess of the investments in other forms of productive industry. The tendency of agriculture in Ontario, of late years, has been towards diversified or mixed farming. At one time wheat was the main crop, but the fall in the price, combined with the competition of the western prairie farmers and the opening up of large wheat-growing districts in other parts of the world, rendered it no longer profitable for the farmer to depend upon it as his principal source of income. More attention was consequently devoted to the raising of live stock, dairying, fruit-growing and other departments, with the result that the farmers of Ontario have for some years enjoyed great prosperity.

Fall wheat, which was formerly the principal grain crop, is now no longer grown for export, though a considerable quantity is produced for the home market, the average yield being about 20 bushels to the acre. Spring wheat, which is less extensively sown, yields an average of some 16 bushels to the acre. The output of leading grain crops in 1901 was as follows:—Fall wheat, 15,943,229 bushels, value, \$10,538,478; spring wheat, 5,498,751 bushels, value, \$3,673,166; oats, 78,334,490 bushels, value, \$28,357,085; barley, 16,761,076 bushels, value, \$7,542,484; pease, 10,089,173 bushels, value, \$6,588,230; beans, 824,122 bushels, value, \$1,030,153; rye, 2,545,268 bushels, value, \$1,254,817; buckwheat, 1,757,071 bushels, value, \$850,442, and corn for husking, 24,838,105 bushels, value, \$9,438,480. Oats and oatmeal are exported in large quantities to Britain, and some of the spring wheat is also shipped abroad. Cana-

dian pease have a high reputation and are exported largely to England and the Continent.

Hay and clover were grown in 1901 to the quantity of 4,632,317 tons, valued at \$37,012,213. It is usually cut about the first week in July and dries very fast after cutting, if the weather is favorable. Roots are widely grown and are largely used on the farm as food for stock. The production of the principal kinds in 1901 was as follows:—Potatoes, 18,116,637 bushels, value, \$7,717,687; carrots, 3,199,967 bushels, value, 399,996; mangel-wurzels, 29,683,324 bushels, value, \$2,374,666, and turnips, 68,287,467 bushels, value, \$6,828,747.

In addition to the corn grown for husking a great deal is raised for fodder purposes, the plant being cut before full maturity is reached and stored in the silo. The area devoted to this crop is steadily increasing. In 1901 the yield was 2,359,514 tons, of the value of \$4,719,028. The silo in which this crop is packed away for winter use is an air-tight chamber built of concrete or wood, which preserves the corn in a fresh and nutritious condition. It can be fed from the silo to stock as required. No other crop will yield the same amount in bulk and weight to the acre, and the quantity of stock that can be supported on a farm where much ensilage is raised is relatively large.

STOCK-RAISING.

The coarse grain raised on the farm, instead of being sold, is now usually fed to live stock greatly to the advantage of the farmer, who not only receives a greater direct return in cash, but maintains the land at a high degree of fertility by securing abundance of manure. From these points of view the rearing of stock, for which Ontario is in all respects well adapted, is regarded as essential to successful farming. The invigorating climate, plentiful water supply and excellent quality of the roots and grasses produced, enable the farmers to raise the finest cattle. The Province has been remarkably free from serious animal diseases, and consequently the cattle, horses and sheep reared within its borders find a ready market both abroad and in the western provinces and territories. Great attention has latterly been

paid to securing the best and most profitable breeds. The fattening of beef cattle for the British as well as the domestic market is largely undertaken by many farmers. The excellence of the Ontario breeds of sheep, due largely to the climate and soil, is freely recognized by American breeders who frequently import from the flocks of this Province, when fresh blood is required to improve their own. The splendid qualities of the class of horses raised were amply tested during the South African war, when large numbers were purchased for army purposes. They were found to be unusually sound in wind and were noted for their stamina and endurance.

The bacon hog industry has undergone rapid development as a highly profitable department of agriculture. It is one that can be economically pursued in connection with dairy farming, as great numbers of pigs can be raised on the by-products of the dairy. The appreciation of Ontario bacon and hams in Britain is owing to the superior quality of the hogs from which they are made to that of the corn-fed hogs of the Western States. The opening up of pork-packing and bacon-curing establishments in many of the cities and towns has secured a steady market for young hogs all the year round. Poultry-raising is another branch which has greatly expanded within recent years and is capable of being largely increased in the future. Both poultry and eggs are in great demand in the British market.

The quantity of livestock on the farms of the Province on July 1st, 1901, was as follows: Horses, 620,343, value, \$50,038,465; cattle, 2,507,620, value, \$59,527,119; sheep, 1,761,799, value, \$7,772,793; hogs, 1,491,885, value, \$9,298,712; poultry, 9,745,236, value, \$2,859,172. The number and value of the animals sold or slaughtered during the year preceding that date was: Horses, 50,755, value, \$4,347,582; cattle, 610,880, value, \$20,286,963; sheep, 729,148, value, \$3,103,513; hogs, 1,973,405, value, \$17,548,490; poultry, 3,495,999, value, \$1,305,555.

DAIRYING.

There is no department of agriculture in which Ontario has made greater progress or

secured a higher standard of excellence than that of dairy farming. In the production of cheese the Province occupies the first place on the continent. It exports more cheese than the whole of the United States and its output is regarded by the British consumer as much superior. Ontario cheese is made under the factory system which is practically one of co-operation. The cheese-makers at the factories have, as a rule, received their training at the Government dairy schools and the processes adopted secure uniformity in the output. This industry in its present form dates back to 1864, when the first factory was established. The factory output in 1881 was 35,000,000 pounds, in 1895 it had increased to 109,230,340 pounds and in 1901 to 134,942,517 pounds of the gross value of \$12,269,073. In the latter year there were 1,167 factories in operation.

The butter-making branch is not so far developed as that of cheese manufacture, mainly owing to the difficulty formerly experienced in placing the product on the market in good condition. This has latterly been largely overcome by the adoption of the cold storage system and as a consequence the business has been growing very rapidly and promises in a few years to attain much larger dimensions. Ontario can produce as good a quality of butter as can be made anywhere and its output is gradually winning appreciation abroad. The number of creameries in operation in 1901 was 286, which produced 9,047,260 pounds of butter valued at \$1,798,264. In addition, there were large quantities made at the homes of the farmers. Many cheese factories now make butter during the winter season and cheese in the summer and the number of creameries is steadily increasing.

FRUIT.

Ontario contains a larger area where suitable conditions of soil and climate prevail for the production of fruit than any other Province of the Dominion. The yield is unexcelled both for quality and flavor and not only is an adequate supply produced for the home market, but considerable quantities are exported abroad. The leading fruit crop is the apple

which can be grown successfully over a wide area, extending from the valley of the St. Lawrence to the counties bordering on Lakes Erie and Huron, including all the western peninsula, where many varieties of both early and late apples are grown to great perfection. Much attention is paid of late to the production of good keeping varieties and their packing and shipment to the British market. The Niagara district and the counties immediately to the north of Lake Erie are specially adapted for fruit culture. Other important fruit-growing sections are the Burlington and Oakville districts near the head of Lake Ontario, and Prince Edward county at the eastern end of Lake Ontario.

Apples have for some years been exported to Britain in considerable quantities and latterly shipments of pears have been successfully made. In 1901 the total area of the Province laid out in orchards and gardens was 346,915 acres and the area of the vineyards 12,227 acres. There were 6,777,935 mature apple trees which yielded 14,430,650 bushels of fruit, being at the rate of 2.13 bushels per tree. The grape crop averages about fifteen million pounds annually. In some localities the evaporating of apples is carried on extensively, a considerable proportion of the shipments being in this form. The growing of fruit and vegetables for canning has lately become an important industry, tomatoes being largely grown for this purpose.

GOVERNMENT AID TO AGRICULTURE.

The high standard attained by Ontario in all branches of agriculture is largely due to the liberal appropriations of public money by the Legislature for its encouragement. The total appropriations for this purpose during 31 years ending in 1902 was \$5,431,957. The Ontario Agricultural College and Experimental Farm, situated near Guelph, is the leading purely agricultural college on the continent, with a thoroughly modern equipment and a staff of 20 professors and instructors, who in addition to teaching, conduct original investigations. The Farmers' Institute, with an aggregate membership of over 20,000, have been a most in-

fluential factor in keeping the farmers informed as to the latest developments in agricultural science, and the most profitable processes. The Agricultural and Horticultural Societies receive grants of public money amounting to \$77,000 each year in aid of their annual exhibitions. In addition to these societies there are influential associations of those practically interested in special lines, such as the Dairymen's, Fruit Growers' and Live Stock Associations, which hold annual conventions, and are liberally aided by the Government. The degree of excellence obtained by Ontario cheese and butter are largely due to the efforts of the Dairymen's Associations combined with the instructions given at the Government schools of dairying.

TIMBER RESOURCES.

The immense timber resources of the Province constitute not merely an important factor in its industrial development, but a main source of revenue. They are under the management of the Department of Crown Lands and timber limits bearing a ground rent of \$3 per square mile are disposed of by public auction. The purchaser obtains the right to cut timber upon his limit on payment of the Crown dues on all trees cut at the rate of \$1.25 per thousand feet, board measure. The total revenue derived from the sale of timber from the time of Confederation to the end of 1901 was \$35,051,835, or upwards of one million dollars per annum.

The forest trees of Ontario are more varied in species than those of any other Province. The southern portion was formerly covered with a dense growth, in which the hardwood varieties predominated. This forest has in most parts disappeared. Northern Ontario, where lumbering operations are carried on on an extensive scale, is covered with forests largely composed of pine, spruce, cedar and other coniferous trees. Foremost among the valuable commercial trees is the white or Weymouth pine, which is the chief wood exported. Ontario still possesses a larger supply of pine than can be found elsewhere in America. In order to preserve a supply for the future and prevent the deforest-

ation of areas which are unsuited for cultivation, the Government has recently set apart extensive tracts as forest reserves. These include Temagami reserve, embracing the pine-growing region around Lake Temagami, comprising 1,408,000 acres, Shibley reserve, on the north shore of Lake Superior, of about 45,000 acres, and the Eastern reserve, consisting of about 80,000 acres in the counties of Frontenac and Addington. The Algonquin National Park, in the district of Nipissing, of 1,109,383 acres, set apart in 1893, is not, strictly speaking, a forest reserve, though to a certain extent serving the same purpose. The total amount of white pine timber remaining cannot be accurately estimated, but it is approximately placed at 3,000,000,000 feet, board measure. The exportation of saw-logs cut on the public lands in an unmanufactured state was prohibited by Act of the Legislature in 1898, and the result has been to give a great impetus to the saw-milling industry. A careful estimate gives the total amount of money invested in saw-mills at \$1,030,900, the annual cut at 359,750 feet, board measure, and the number of men employed at 2,323. About 20,000 square miles of territory is now under lease to lumbermen.

WOOD-PULP INDUSTRY.

The wood-pulp industry is of comparatively recent growth and has been stimulated by the application of the same provision as obtains in the case of pine, prohibiting the export of the raw material. Wood-pulp was first used for making news paper, but with the perfection of the process, has now extended to almost all grades of paper manufacture. The wood most in requisition for this purpose is that of the spruce, which is the dominant tree in large portions of New Ontario, becoming more plentiful after the Height of Land is crossed—a continuous forest of this timber extending to the shores of Hudson's Bay. Poplar and other woods, which are found extensively in the northern regions, can also be used as the raw material for pulp. The exploration parties sent out by the Provincial Government to ascertain the resources of New Ontario in

1900, estimated the available amount of pulp wood at 288,000,000 cords. Not only has the Province this vast supply of the best kind of raw material but the rivers of Northern Ontario furnish extensive water-powers.

MINES AND MINERALS.

The northern portion of the Province is a country rich in mineral wealth. Minerals of all kinds to the aggregate value of \$11,822,525 were produced in 1901; of these \$6,805,791 worth were classed as non-metallic, while \$5,016,734 was the value of the metallic product. The items under the latter head were as follows:—Copper, 9,074,000 pounds, value, \$539,080; gold, 14,293 ounces, value, \$244,443; iron ore, 272,538 tons, value, \$174,428; nickel, 8,882,000 pounds, value, \$1,858,970; pig iron, 116,370 tons, value, \$1,701,703; silver, 151,400 ounces, value, \$84,830; steel, 14,471 tons, value, \$347,280, and zinc ore, 1,500 tons, value, \$15,000. The figures for 1902, so far as they are available, do not show much change excepting in the item of steel, the output of which had risen to 68,802 tons, valued at \$1,610,031.

The most extensive nickel deposits in the world are found in Ontario. Mining operations were commenced at Sudbury in 1886 and the district now furnishes fully one-half of the world's supply. Probably 2,500 men are employed between the large smelting companies and in the prospecting and development work throughout the region.

The best known gold-bearing section of Ontario lies to the west of Lake Superior and between it and the Manitoba boundary in the Rainy River and Thunder Bay district.

The mining industry of the Province is capable of great expansion and a considerable development within the next few years may reasonably be anticipated.

MANUFACTURES.

Ontario occupies the leading position among the Provinces of the Dominion as regards the extent and variety of its manufactures. A large proportion of the requirements of its population in the staple lines of clothing, boots and shoes, furniture, hardware, tools, machin-

ery, etc., are supplied by home industry and the growing excellence of Ontario's manufactures both in material and workmanship is shown by the increasing exports in many departments. Details as to the principal developments in manufacturing industry have already been given elsewhere. Without further reference, therefore, to the general subject, it may be well to note one of the most phenomenal and striking of the recent developments of productive activity in the building up of a new industrial centre at Sault Ste. Marie. This has been accomplished by a group of companies under the direction of Mr. Francis H. Clergue, generally known as the Clergue Syndicate. In 1894 Mr. Clergue became impressed with the great possibilities presented by Sault Ste. Marie as a manufacturing centre. He interested a large number of American capitalists in his projects and as a first step organized the Lake Superior Power Company and enlarged the power canal then existing to a capacity of 20,000 horse-power. The erection of pulp mills followed. Other enterprises were undertaken from time to time, including ferro-nickel works, chemical works, Bessemer steel works and rail mill, iron works, locomotive and car shops, etc. In all the capitalists associated with the Clergue investments have expended about \$30,000,000 in these varied enterprises.

PUBLIC LANDS.

Nearly five-sixths of Ontario is still open for settlement. Of the total area of the Province there still remain some 103,136,422 acres to be disposed of. The amount of land available for agricultural settlement in New Ontario is estimated at 16,064,000 acres, distributed as follows: Nipissing, 1,920,000 acres; Algoma, 11,200,000 acres; Thunder Bay, 2,560,000 acres, and Rainy River, 384,000. Settlement is progressing rapidly in the newer parts of the Province, especially in the Temiskaming townships and Nipissing District, and in the Rainy River valley. The terms to settlers are exceedingly liberal. The price charged for land in the new settlements is only 50 cents per acre, payable on easy terms, but the conditions involve the performance of settlement

duties in building a house and clearing a portion of the land. The land is located in lots of 160 acres each. In Rainy River and Algoma Districts free grants of land can be obtained on the performance of the settlement duties.

TRANSPORTATION.

There are about 8,000 miles of steam railways in the Province, the southern portion of which is covered with a network of lines which in connection with the lake and river navigation systems afford exceptionally good transportation facilities. The principal systems are the Grand Trunk and Canadian Pacific Railways, which have leased or absorbed most of the smaller roads. Their connections with the United States lines afford direct access to the railroad system of the continent. The construction of railways has been liberally aided by the Provincial Government, which up to the end of 1901 had given money subsidies to the extent of \$10,058,942 to railroads, which have also received aid from municipalities to the amount of \$11,970,164. Latterly much has been done for the opening up of New Ontario by railroad construction. The Temiskaming & Northern Ontario Railway, opening up the fertile region west of Lake Temiskaming, is being built as a Government enterprise. In addition to the steam railways, the electric railway system has been extensively introduced for purposes of local passenger traffic in the cities and larger towns, and is rapidly being extended into the rural districts.

EDUCATION.

The Ontario educational system is as complete and effective as that of the most advanced communities anywhere. The Protestant denominations having the greatest number of adherents in Ontario, the non-denominational principle obtains in the Public Schools, but the Roman Catholic minority have the right of establishing Separate Schools where the tenets of their faith are inculcated. In 1901 the number of pupils in attendance on the Public Schools was 414,619, and the number of Separate School pupils 43,937. There were also 22,523 pupils on the register of the High Schools and Collegiate Institutes.

QUEBEC

The Province of Quebec, the oldest of the Provinces of Canada, and the seat of the French power in the days of the old regime, is situated to the eastward of Ontario, the boundary of the southern portion being the Ottawa River. Its present area is 347,350 square miles, its limits to the northward having been considerably extended by an Act passed in 1898. As its people have largely retained the language, religion and general characteristics of their French ancestry, it occupies a peculiar position among the commonwealths of the American continent, and the social life of its inhabitants, coupled with historic associations of a nature seldom to be found in New World communities, impart a special interest to this portion of the Dominion.

EARLY HISTORY.

The first permanent settlement effected in "New France," as Canada was then termed, was the founding of what is now the city of Quebec by Samuel de Champlain in 1608. The colonization of the country proceeded but slowly, and in 1627 Canada was handed over by the French monarch to the Company of One Hundred Associates, who undertook to promote trade and settlement. The British forces under Sir David Kirke captured the colony in 1629, but on the restoration of peace it was given up to the French, and Champlain was appointed Governor. Three Rivers was founded in 1634, and Montreal, at first known as Ville Marie, in 1642. The Company of One Hundred Associates was dissolved in 1663, and Canada brought directly under the French Government, courts of law and other branches of civil administration being established. The white population in 1667 only numbered 3,918. In 1674 a Roman Catholic bishopric was established in Quebec, the first occupant of the see being Bishop Laval. An unsuccessful attack was made on Quebec in 1690 by the British under Sir William Phipps.

War broke out again with England in

1756, and in 1759 the battle between the forces under Wolfe and Montcalm, and the capture of Quebec by the British decided the fate of the colony. Montreal fell into their hands the following year, and Canada was formally ceded to Britain when peace was made in 1763. The population at that time was 70,000. By the terms of the treaty, the French were secured the full enjoyment of their religion and the right to retain their language, laws and customs. While the civil law remained French, the criminal law of England was introduced.

In 1775, during the American revolution, the Province was invaded by an expedition under General Montgomery, who was killed, and his forces repulsed in an attack on Quebec. The result of the war was a great influx of United Empire Loyalist refugees into western Canada. The settlement of this section by English-speaking colonists resulted in 1791 in the division of the colony into two Provinces of Upper and Lower Canada. The population of both Provinces at that time was 161,311. During the war of 1812-14, Lower Canadians endured their full share of the burdens and sacrifices of warfare. One of the most noted and decisive engagements was the battle of Chateauguay, in which 350 French-Canadian Militiamen under Col. de Salaberry defeated 3,500 American troops. In 1837 an insurrection took place, headed by Papineau and Nelson, simultaneously with Mackenzie's rebellion in Upper Canada. It was put down by the British troops with comparatively little bloodshed.

In 1841 the two Provinces were again united under one government and responsible government established. When the Dominion was organized in 1867 the Province resumed its autonomy under its old name of Quebec.

PHYSICAL CHARACTERISTICS.

The surface of the Province is varied, combining large stretches of fine agricultural land, extensive forests and large lake areas.

Two ranges of mountains run through the Province from the west to the northeast, that on the south side of the St. Lawrence being called the Notre Dame or Green Mountains, stretching from the shore opposite Quebec city to Gaspé, where the highest points of the range are some 4,000 feet above the sea level. The Laurentian range extends along the northern side of the St. Lawrence, from which it takes its name, and crossing the Ottawa, stretches away to Lake Superior. It varies in height from 1,000 to 3,000 feet. The St. Lawrence, the chief river, has many important tributaries of great length, the principal being the Ottawa, St. Maurice and Saguenay. The influence of the tide in the St. Lawrence is felt as far as the city of Three Rivers, nearly nine hundred miles from the Straits of Belle Isle. Several of the rivers are navigable for the greater part of their course, while the others are available for floating timber, and furnish valuable water-power for industrial purposes. The principal lakes are Temiskaming, which lies between Quebec and Ontario, Metapedia, Temiscouata, Memphremagog and St. John. The Province has a coast line of 825 miles on the Atlantic, and since acquiring 118,450 additional square miles of territory in 1898, extends northwards to Hudson's Bay.

The climate resembles that of the other parts of Eastern Canada except that the winter is slightly colder. The average mean temperature in summer is 58.3 degrees and in winter 15 degrees. The air is generally dry and brilliant, and the healthfulness of the climate is amply demonstrated by the remarkable fecundity of the French-Canadian race, and the great age to which many persons frequently attain. The soil is rich and loamy and well suited to agriculture. Cereals, hay and root crops grow everywhere in abundance, and corn, hemp, tobacco and flax flourish in many parts. Fruit, more especially apples and plums, is produced in great quantities. Small fruits are plentiful and in the southern parts of the Province grapes ripen in the open air. A large percentage of the area of the Province is still under forest, the dominant varieties being the white and red pine.

POPULATION.

The number of inhabitants of Quebec, according to the census of 1901, was 1,648,898, of whom 1,560,190 were born in Canada, nearly all of them within the Province. Of the total number 1,322,115 were of French origin, those of other origins, including English, 114,710; Irish, 114,842; Scotch, 60,068 and German, 6,923. Those of British descent are principally found in the cities of Montreal and Quebec and in the Eastern townships, a district in the extreme eastern portion of the Province originally settled by United Empire Loyalists and other English-speaking people. Of late, however, the French population has made considerable inroads into this section so that parts of it have lost their distinctively Anglo-Saxon character. Elsewhere in the rural parts of the Province the French are everywhere the predominating element, and immigration and communication have done but little to assimilate them to the surrounding Anglo-American type, as they tenaciously retain their language, ideals and social customs. They are a frugal, industrious people, retaining many of the characteristics of their ancestors and strongly attached to their religion. As a rule, they marry early in life and have numerous children, families numbering a dozen or more being by no means uncommon. Without any accessions from the parent stock, the number of the race has increased from 70,000 at the time of the conquest to something over two millions, including its representatives in other parts of Canada and the United States. Until the last few years there has been a constant stream of emigration from the farming districts of Quebec to the manufacturing cities across the border. With the growth of manufacturing industry in Canada and the opening up of new districts for agricultural settlement in Quebec, this movement has not only been checked but reversed, and many French as well as other Canadians have returned to take advantage of the more favorable opportunities presented by their own land.

The Roman Catholic religion possesses by far the largest following, the members of that Church numbering 1,429,260. The leading

Protestant denominations stand as follows :—Anglican, 81,563 ; Presbyterian, 58,013 ; Methodist, 42,014 ; Baptist, 8,393 ; Congregationalist, 5,173 ; Jews, 7,498. The rural population is 992,667 and the urban 656,231.

GOVERNMENT.

The affairs of the Province are administered as in the other Provinces by a Lieutenant-Governor appointed by the Governor-General, advised by a Cabinet, the members of which are responsible to the popular branch of the Legislature. Quebec has retained the system of two legislative chambers and has an Executive Council comprising 24 members appointed for life and a Legislative Assembly of seventy-three members elected every four years. The Province is represented in the Dominion Senate by 24 members and in the House of Commons by 65 representatives. Either English or French is used in legislative proceedings and public documents are printed in both languages. The French civil law prevails, but in criminal matters the Dominion code, based upon English law as modified by Canadian legislation, is supreme. The ancient prerogatives of the Roman Catholic Church in the matter of levying tithes on property held by its members are legally recognized. The rights of the Protestant minority in all religious and educational matters are safeguarded by statute, and although at one time considerable friction and antagonism based on differences of race and creed existed, this feeling has long since been succeeded by one of mutual respect and tolerance. The English-speaking minority is always well represented in proportion to its numbers in both the Dominion Parliament and the Provincial Legislature and invariably has one or more representatives among the Provincial cabinet ministers. At the time of the present writing the Administration is constituted as follows :—Honorable Louis A. Jetté, Lieutenant-Governor ; Honorable S. N. Parent, Premier and Commissioner of Lands, Forests and Fisheries ; Honorable F. G. N. Déchéne, Commissioner of Agriculture ; Honorable Lomer Gouin, Commissioner of Public Works ; Honorable H. T. Duffy, Provincial Treasurer ; Honorable H. Archambeault, Attorney-General ;

Honorable A. Turgeon, Commissioner of Colonization and Mines, Secretary and Registrar ; Honorable Geo. W. Stephens and Honorable J. J. E. Guerin, Ministers without Portfolio.

The receipts for the fiscal year 1901, which, as in the accounts of the Dominion ends on the 30th June, were \$4,745,190, the principal sources of revenue being, woods and forests, \$1,234,072 ; Dominion subsidy, \$1,278,987 ; liquor and other licenses, \$661,968, and taxes on commercial corporations, \$214,157. The Provincial expenditure was \$4,516,656, including interest, etc., on public debt, \$1,549,275 ; administration of justice, \$531,647 ; education, \$451,589 ; agriculture, \$200,217 ; colonization and mines, \$189,390 ; lunatic asylums, reformatories, etc., \$438,125.

THE CITY OF QUEBEC.

Quebec, the capital city of the Province, is situated on a steep promontory on the north-west bank of the St. Lawrence at its junction with the St. Charles River about 300 miles from the Gulf of St. Lawrence. The highest part of the headland is Cape Diamond, 333 feet above the level of the river. It is the most important military position in Canada. The citadel occupies an area of 40 acres and commands a magnificent view. Its harbor is spacious and the docks and tidal basin are perfect specimens of engineering skill. On the opposite side of the river is an extensive graving dock. The city is divided into the Upper and Lower towns. In the Lower town are the banks, warehouses and commercial buildings. The Upper town is the principal residential quarter and is adorned with many fine public buildings and churches. Among the numerous public buildings of interest are the Parliamentary and Department buildings, the court house, city hall, Roman Catholic Basilica, Anglican cathedral and Laval University. The latter institution has a library of 90,000 volumes and a museum and art gallery.

Within the last few years there has been a considerable increase in the commercial importance of Quebec. Local railways have been constructed to the north and east and the harbor accommodation has been largely extended, cold storage plants have been installed and

great grain elevators erected on the wharves. The Great Northern Railway, connecting with the Canada Atlantic, has given the city direct connection with the Great Lakes. The general trade of the city has been increased by the opening up and settlement of the region to the north by the construction of the Lake St. John Railway. Quebec is the third city in Canada as regards the number of its inhabitants, having a population of 68,840 in 1901 as compared with 63,090 in 1891. In 1902 its exports were \$4,438,492 and its imports \$6,941,655.

MONTREAL.

The city of Montreal is the leading seaport and commercial capital of the Dominion, a position due mainly to its commanding location on the St. Lawrence River at the head of ocean navigation. It is built on the south-east side of an island formed by the junction of the Ottawa River with the St. Lawrence and is about four miles long and two in width, the mountain which rises in its rear narrowing the city at its base. Montreal is connected by the river and the canal system with the Great Lakes. It is distant 160 miles from Quebec, the width of the river varying from one to two miles. Montreal is also a great railway centre and the headquarters of both the Grand Trunk and Canadian Pacific Railway systems, which have also their principal workshops in the city. It is the western terminus of the Intercolonial Railway and four leading American lines connect near the city with the Grand Trunk and the Canadian Pacific Railway. The steamship lines trading to this port rank in tonnage and equipment with the best in the world. The trade returns for the fiscal year 1902 show that during the twelvemonth Montreal imported \$40,776,650 and exported goods to the amount of \$61,255,164, that is to say that about 33 per cent. of the aggregate exports and 19 per cent. of the total imports of the Dominion passed through its port. This enormous foreign trade was carried in 396 vessels having an aggregate of 975,741 tons, or an average of 2,486 tons each. The total number of arrivals from sea in 1902 were 712 steamships and 38 sailing

vessels having a total tonnage of 1,528,000 tons.

Montreal is also a great manufacturing city, occupying the leading position in the matter of metal manufactures. Her machine shops, rolling mills, bridge building works, car works, stove factories and general founding machinery industries have had a continuous record of growth and prosperity. The city is the headquarters of some of the largest paper-making firms in Canada, a great stimulus having been given to this branch of enterprise by the utilization of Canadian wood for pulp-making. In textile industries the city also occupies a foremost place, many woollen and cotton manufacturers and wholesale clothiers having their factories in or near Montreal. Boots and shoes are also a leading product of manufacturing industry, and many other lines might be mentioned. The population of the city has increased very rapidly of late years. It numbered 155,237 in 1881, and the census of 1901 gives the figures at 267,730. There are, however, numerous extensive and thickly populated suburbs which, if included, would bring the total up to a considerably larger figure.

Other cities are St. Henri, with a population of 21,192; Hull, 13,993; Sherbrooke, 11,763; Valleyfield, 11,055; St. Louis du Mile End, 10,933; Ste. Cunegonde, 10,912, and Three Rivers, 9,981.

AGRICULTURE.

A great deal of progress has been made of late years in connection with agriculture, which was formerly in a rather backward condition. Latterly, however, the system of mixed farming has been largely introduced, and much attention has been devoted to cheese and butter-making, stock-raising and fruit-growing, with the most satisfactory results. Labor-saving machinery is now in general use and the most modern processes and improvements are adopted. There has consequently been a marked revival of agricultural prosperity, the effects of which are everywhere to be noticed. The Government of Quebec is doing a great deal to raise the standard of agriculture, especially in regard to dairying and other auxiliary branches. Several institutions hav-

ing this object in view are maintained or aided from the Provincial treasury, including the Compton Model Farm, the Agricultural School at Ste. Anne de la Pocatière, and the Oka Agricultural School, which has a farm of 1,029 acres, and gave instruction to 61 pupils in 1901. The St. Hyacinthe Dairy School held classes during the winter of 1900-01 for instruction in butter and cheese-making, which were attended by 228 pupils. There were in 1901 530 Farmers' Clubs in the Province, having an aggregate membership of 43,392, which received Government grants amounting to \$20,787, and 78 Agricultural Societies, with 16,077 members, which were aided from the public funds to the extent of \$23,381.

The Dairymen's Association, which in 1901 had a membership of 1,158, has also been a highly influential factor in improving the quality of the cheese and butter manufactured in the Province, much of which is exported to the British market. In 1895 there were 307 creameries in Quebec, which in 1899 had increased to 711, of which about 300 were provided with the cold storage facilities, so essential to the shipment of the product in good condition.

MINING.

The total yield of the mines of the Province in 1901 was valued at \$1,727,731, of which by far the greater portion was non-metallic. Asbestos furnished the largest item, the yield being valued at \$1,274,315. The iron mines yielded 41,449 tons of ore, of which 15,376 tons were smelted. Pig iron to the amount of 6,875 tons was produced, valued at \$137,510. The value of other mineral products was: Copper ore, \$126,500; granite, \$146,000; mica, \$39,600, and cement, \$28,000. There were in all 2,792 men employed in the mining industry, receiving wages amounting to \$865,110.

LUMBERING.

The vast region to the north of the settled portion of the Province is covered with a heavy growth of timber of commercial value, and lumbering is one of the leading industries of the Province. About 48,818 square miles were

under license in 1901. The cut for that year included 235,044,401 feet of large white pine, 105,159,269 feet of small and red pine, and 359,848,020 feet of spruce, in addition to other varieties. The manufacture of wood-pulp has developed greatly in the course of the last few years, and the immense supply of raw material gives great opportunities for its successful prosecution. In 1901 there were 28 pulp mills in operation or ready to commence work.

RAILROADS.

Up to June 30th, 1901, the Province had a total mileage of railways in operation or actually completed of 3,481 miles, of which 2,906 miles have been constructed since Confederation. The Province has pursued a liberal policy of aiding railway construction by subsidies, having given, up to the end of the fiscal year, 1901, \$26,273,537 in cash and a total acreage of 13,324,950 acres of land for this purpose. Many of these railways have been projected in order to facilitate the work of colonization by opening up new districts for settlement.

EDUCATION.

In Quebec education is under control of a Superintendent of Education, assisted by a Council of thirty-five members. The public schools are upon a distinctively religious basis, the doctrines of the Roman Catholic Church being taught, the Protestant minority having the right to establish separate undenominational schools, to which their share of the taxes levied for educational purposes are devoted. The total expenditure by the Government for educational purposes in 1901 was \$1,868,477. The total number of elementary schools was 5,245, which had an aggregate of 201,124 pupils on the register, the average attendance being 138,787. The number of model schools and academies was 725, having 113,757 pupils and an average attendance of 93,468. Higher education is also well provided for, the leading institutions where a University training can be secured being McGill University, Montreal, Laval University, Quebec city, and Bishop's College, Lennoxville.

NEW BRUNSWICK

New Brunswick is bounded on the north and northwest by Quebec, from which it is separated by the River Restigouche and by Chaleur Bay; on the east by the Gulf of St. Lawrence and Northumberland Straits, which separate it from Prince Edward Island; on the south by the Bay of Fundy, and on the west by the State of Maine, the boundary being the St. Croix and St. John rivers. It has an area of 28,200 square miles, and its coast line is 500 miles in length, interrupted only at the point of juncture with Nova Scotia, where an isthmus of not more than eleven miles in width connects the two Provinces and divides the waters of Northumberland Straits from the Bay of Fundy.

PHYSICAL FEATURES.

The surface of the land is generally undulating. There are low hills skirting the Bay of Fundy and the St. John and Restigouche Rivers. A conspicuous feature of the coast line is the number of fine harbors, which have been of great commercial value to the Province. The St. John River is 450 miles in length, and navigable for large vessels as far as Fredericton, ninety miles from the ocean. Above this point, smaller vessels and steamers can ascend for 125 miles. The St. John drains an area in the Province of about nine million acres. The Miramichi River is 220 miles long and seven miles wide at its mouth, and is navigable for a considerable distance. The Restigouche is over 200 miles in length. The lakes of the Province are numerous but of small area, the largest being Grand Lake, thirty miles long and from three to seven miles wide, communicating with the St. John River.

Among the numerous bays by which the shore is indented, the most important is that of Bay Chaleur, an immense haven ninety miles in length, with many excellent harbors.

The climate presents much the same general characteristics as those of other portions of Canada in the same latitude, though modified

by the proximity of the ocean. The mean average of the temperature in the summer is 60 degrees, and in the winter 19 degrees. The prevailing winds in the summer are from the south and the southwest. When the wind comes from the latter direction dense fogs are often produced on the Bay of Fundy which extend some distance inland. The autumn is, as a rule, a very pleasant season, the atmosphere being dry and clear, and the woods glowing with the most brilliant tints. A large proportion of the total area, especially in the northern section of the Province, is still covered with large forests of pine, hackmatack, spruce and cedar, interspersed with hardwood timber, and the lumbering industry is extensively pursued, and contributes very largely to the wealth of the Province. The woods and waters of New Brunswick attract large numbers of tourists and sportsmen every season, as fish and game, including deer, caribou and moose, are plentiful, and the shooting and fishing region is within easy access of the large centres of population.

EARLY SETTLEMENT.

When Nova Scotia was ceded by France to Britain by the Treaty of Utrecht in 1713, the boundaries of the Province were not well defined, and the country along the St. John River remained a subject of dispute, which was not finally settled until the Treaty of Paris in 1763, conceding Canada and all its dependencies to the British. At the time of the expulsion of the Acadians from Nova Scotia in 1755 many of them retired to New Brunswick and settled along the upper St. John and the Miramichi River, and in the eastern part of the Province. The first British settlers emigrated from Scotland to the Miramichi district in 1764, and in 1783 the United Empire Loyalist influx took place, when a large body of them located near St. John, and along the St. John River. In 1784 New Brunswick was separated from Nova Scotia and created a new Province, the population at

that time numbering 11,457. In 1861 the number of inhabitants was 252,047.

Of the total number of 331,120 shown by the census of 1901, the accessions by immigration only numbered 17,679. The number of urban residents was 77,285, and the inhabitants of the rural districts numbered 253,835. The leading elements in the population according to national origin were: English, 104,683; French, 79,979; Irish, 83,384; Scotch, 48,310; German, 3,816, and Dutch, 3,663. The Anglican Church had 41,767 adherents; the Methodist, 35,973; the Presbyterians, 39,424; the Baptists, 80,946, and the Roman Catholics, 125,698.

PRINCIPAL CITIES.

The chief city is St. John, with a population of 40,711, situated on the north bank of the estuary of the river from which it derives its name. It is 277 miles northwest of Halifax. The harbor is capacious, safe, and never obstructed by ice. St. John is the commercial entrepôt of a wide extent of country abounding in agricultural resources, minerals and timber, and is the commercial capital of the Province. Ship-building and lumber-manufacturing are extensively carried on, and there are in addition numerous other industries, including the manufacture of engines and machinery, agricultural implements, boots and shoes, textile fabrics, furniture and carriages. In 1877 a disastrous fire destroyed the business and central portion of the city, and it was rebuilt in greatly improved modern style, with wide streets and buildings displaying much architectural skill. The most notable buildings are St. Mary's Cathedral (Roman Catholic), Trinity Church (Anglican), the City Hospital, the Court House and the Lunatic Asylum. The thriving suburb of Carleton, on the opposite side of the harbor, is included in the corporation.

Fredericton, the Provincial capital, originally called St. Anns, is situated on a point of land on the west side of the St. John River, 60 miles above St. John. It is regularly laid out, the principal thoroughfares running parallel to the river, most of the streets being handsomely planted with shade-trees. The city

was founded by Sir Guy Carleton in 1786 as the capital of the then newly-created Province. It had a population of 7,117 in 1901, and is a manufacturing and lumbering centre.

GOVERNMENT.

New Brunswick, which some time since dispensed with a second legislative chamber, has a Legislative Assembly of 45 members, to which the Provincial Cabinet is responsible. The Administration consists of Lieut.-Governor Jabez Bunting Snowball and an Executive Council comprising Hon. L. J. Tweedie, Premier and Provincial Secretary; Hon. William Pugsley, Attorney-General; Hon. C. H. Labllois, Commissioner of Public Works; Hon. A. T. Dunn, Surveyor-General; Hon. L. P. Farris, Commissioner of Agriculture; Hon. G. F. Hill and Hon. H. A. McKeown, Ministers without Portfolio. The Province has 14 representatives in the Dominion House of Commons and 10 in the Senate.

The aggregate receipts of the Province for the fiscal year ending October 31st, 1901, amounted to \$1,031,267, of which \$174,524 was for timber licenses and dues, while taxes on incorporated companies yielded \$25,290; succession duties, \$12,080, and liquor licenses, \$21,307. The expenditure amounted to \$910,346, the principal items being, education, \$200,682; lunatic asylum, \$61,544; public works, \$296,077; interest on public debt, \$136,136, and immigration, \$10,080. Among public institutions maintained or aided by the Government is the Deaf and Dumb institution, with 41 inmates; the Boys' Industrial Home, with 37 inmates, and 4 general hospitals, which received 1,452 patients during 1900.

AGRICULTURE.

The chief industry of the Province is agriculture, for which the soil is well adapted, being very productive except in the portion of the country adjacent to the Bay of Fundy. Every variety of grain and roots capable of being produced in a temperate climate is grown and a high standard of farming prevails in many parts of the Province. The yield of the principal crops in 1901 was as follows:—Wheat, 478,886 bushels, being 18.4 bushels to the

acre ; barley, 99,540 bushels or 22.6 bushels per acre ; oats, 4,944,992 bushels, 26.8 bushels per acre ; buckwheat, 1,479,477 bushels, 21.1 per acre ; potatoes, 4,077,478 bushels, 108 bushels to the acre ; turnips, 2,099,940 bushels, 275 bushels to the acre. The dairy-ing industry, together with other branches of mixed farming, has considerably increased the remunerative character of farming pursuits and the system of cheese factories and cream-eries on a co-operative basis is successfully fol-lowed. In 1901 there were 56 cheese factories in the Province, which had a total output of 1,887,370 pounds of cheese valued at \$175,205, showing a considerable increase as compared with 1898 when the output was 1,540,418 pounds. The export trade in cheese is in-creasing rapidly. In 1897 the shipments of cheese abroad amounted to 420,726 pounds, valued at \$37,839. In 1901 the amount of cheese exported had increased to 1,195,097 pounds of the value of \$110,915. There were in 1901, 35 creameries which produced 542,626 pounds butter of the value of \$111,043, as compared with 41,768 pounds valued at \$7,852 which constituted the output in 1897.

There are 60 agricultural societies in the Province having a total membership of 4,881 and receiving grants from the Government amounting to \$7,904. Since 1897 Farmer's Institute meetings have been held throughout the rural districts. In 1901 there were 56 In-stitutes with a total membership of 4,873. The Provincial Government also encourages agri-culture by appropriations for exhibitions, the sum of \$3,000 being annually voted for this purpose.

FISHERIES.

The fisheries on the Bay of Fundy as also those of the principal rivers, are very valuable and afford remunerative employment to a large number of the people. In 1900 the total value of the catch was \$3,769,742. The herring fishery is the most important item, the amount realized from this source being \$919,619. The catch of lobsters was valued at \$506,383, the cod fisheries yielded \$345,618, and smelts were caught to the value of \$393,152. The value of the plant employed in the fisheries reached an aggregate of \$2,361,087. The fishermen of the Province participated in the bounty dis-

tributed by the Dominion Government to the extent of \$13,563, which was divided amongst 2,074 men. The Dominion Government has done much in another way to advance the fish-ery interest, having for some time distributed annually along the coasts large quantities of fry from the Government fish hatcheries.

SHIPPING.

The number of sailing ships and steamers belonging to the Province, having a Dominion registry, at the end of 1901, was 937, with a net tonnage of 76,302 tons. The ocean-going tonnage of vessels bringing cargoes into and out of the Province during the year was 1,294,069 tons, of which vessels having an aggre-gate tonnage of 454,943 were British, 625,615 were foreign, and 186,511 Canadian. These figures are exclusive of the extensive coasting trade, the vessels concerned in which had an aggregate tonnage of 1,624,044 tons. The number of vessels which entered and cleared from the harbor of St. John was 3,128, having a total tonnage of 1,146,840.

RAILWAYS.

The Province is well supplied with railroad facilities, more especially in the eastern and southern sections, which are the most thickly settled. In 1867 New Brunswick had 196 miles of railway mileage. In 1901 it pos-sessed 1,444 miles, being a larger proportion of railways to square miles of area than exists in any other Province except Prince Edward Island. The Province has aided railway con-struction to the amount of \$4,529,041.

EDUCATION.

The Provincial Board of Education, consist-ing of the Lieut.-Governor, the members of the Executive Council, the President of the University of New Brunswick, and the Chief Superintendent of Education presides over educational matters. The Province has an efficient Public Schools system, recent figures giving the number of schools in operation as 1,741. The number of registered pupils was 60,420, and the average attendance 37,717. There were also 949 pupils in attendance upon Grammar Schools, and the Normal Schools had 196 students.

NOVA SCOTIA

The Province of Nova Scotia comprises a long, narrow peninsula and the Island of Cape Breton, separated from the mainland by the Strait of Canso. It has in all an area of 20,600 square miles, and is bounded on the north by Northumberland Strait and the Gulf of St. Lawrence on the northeast, south and southeast by the Atlantic Ocean, on the west by the Bay of Fundy, and on the northwest by the Province of New Brunswick, with which it is connected by an isthmus eleven miles in width. The greatest length of the Province is 350 miles, and its greatest breadth 120 miles.

PHYSICAL CHARACTERISTICS.

The coast line is about 1,000 miles long, and the shores abound in excellent harbors. The most remarkable body of water is Minas Basin, the eastern arm of the Bay of Fundy, penetrating sixty miles inland and terminating in Cobequid Bay. The tides rise in the basin with great force and impetuosity. At the equinoxes they have been known to rise from forty to fifty feet. On an average the rise is about thirty feet. The country is diversified by ranges of hills and broad valleys running longitudinally through the Province. The Cobequid range traverses the interior, having on each side two ranges of rich, arable land. The Annapolis Valley is an especially fertile region, and noted for its fruit. The southern part of Cape Breton Island is much the same in appearance as the northern portion of the mainland, but the northern part of the Island is bold and precipitous, the land at North Cape being 1,800 feet above the sea level. The distance from North Cape to Cape Ray, on the Newfoundland coast, is forty-eight miles. The climate is warmer than that of Western Canada, the mean average in summer being 65.2 degrees, and in winter 25 degrees.

HISTORY.

Nova Scotia was first visited by Cabot in 1497. The first recorded colonization was by

the French, who founded a settlement at Port Royal (now Annapolis) in 1605, giving the name of "Acadie" to the colony, which is said to be derived from "cadie," an Indian word signifying a place of abundance. The colony was for many years the scene of frequent conflicts between the French and the British. It was formally ceded to France by the Treaty of Breda in 1667, but the peace was not of long duration, for in 1690 Port Royal was attacked and captured by Sir William Phipps. It was subsequently restored to the French. The Nova Scotia mainland was finally handed over to Britain by the Treaty of Utrecht in 1713, but Cape Breton continued for some time longer to be the scene of hostilities between the two powers. Louisburg, Cape Breton, was captured by the British in 1745, but restored in exchange for Madras three years later. The Acadians, the descendants of the French colonists in Nova Scotia, who naturally sympathized with their countrymen in the struggles which were being waged in other parts of the continent, were expelled from the colony by the British in 1755, about 6,000 of them being driven into exile, but many subsequently returned, and their descendants form a considerable element in the present population. In 1758 Louisburg was again taken by the British, and Cape Breton was included in the territory ceded to Britain in 1763 when it was annexed to Nova Scotia. It was subsequently made a separate Province, but was re-united to Nova Scotia in 1819, and has since constituted an integral part of the Province.

POPULATION.

In 1806 the number of inhabitants was 67,515. In 1871 it had risen to 387,800, and the figures of the census of 1901 give it as 459,574, of whom 129,383 were classed as urban, and 330,191 as rural residents. There has been but little recent immigration, nearly all the people being of Canadian birth. They are classified according to descent as follows:—English, 150,753; Scotch, 143,382; Irish, 54,710;

French, 45,161; German, 41,020, other nationalities being much less numerously represented. The principal denominations show the following membership:—Anglican, 66,067; Methodist, 57,490; Presbyterian, 106,319; Baptist, 83,333, and Roman Catholic, 129,578.

AGRICULTURE.

About five million acres of the soil of the Province is suitable for tillage, much of it being exceedingly productive. Of this about two millions is under cultivation, including the considerable area devoted to pasture and fruit culture. Rye, oats, barley, buckwheat, corn, tomatoes and all root crops are produced in abundance. Horticulture is extensively pursued in favorable localities, where apples, pears, plums, cherries and the smaller fruits attain great perfection. The leading fruit-growing district is in Annapolis and King counties, where this industry is very productive.

In 1900 the Province possessed 19 cheese factories, in 12 of which butter was also produced, and also 3 creameries not producing cheese. The output for that year was 365,205 pounds of cheese and 273,626 pounds of butter. The Government has dealt liberally with the farmers to encourage dairy work by the creamery process and offers bonuses for the establishment of creameries. A modern travelling dairy school is maintained with a complete outfit on the creamery plan. The institution of agricultural societies has also been encouraged, the Government grant for this purpose in 1901 being \$10,000. In that year there were 151 societies, having a total membership of 8,500, which have done much in introducing pure-bred stock for the improvement of the breed of horses and cattle.

THE CITY OF HALIFAX.

Halifax, the Provincial capital and the principal Atlantic seaport of the Dominion, with a population in 1901 of 40,832, is located on one of the finest harbors in the world. It is the nearest to Great Britain of any city on the continent, being but 2,178 miles from Cape Clear. It is the principal Imperial military and

naval station in America, being strongly fortified and garrisoned by British troops.

Halifax is the eastern terminus of the Intercolonial and Canadian Pacific railroads, and has lines of steamers connecting it with Liverpool and London, the West Indies and the leading Atlantic ports of the United States.

GOVERNMENT.

Lieut.-Governor Hon. Alfred Gilpin Jones is the head of the Provincial Administration, his constitutional advisers being Hon. George H. Murray, President of the Council and Provincial Secretary; Hon. J. W. Longley, Attorney-General and Commissioner of Crown Lands; Hon. Arthur Drysdale, Commissioner of Works and Mines; Hons. Thomas Johnson, Angus McGillivray, T. R. Black, D. McPherson and W. T. Pipes, Ministers without Portfolio. The Province has a life-nominated Legislative Council of 20 members, and the Legislative Assembly, chosen by popular election, numbers 38. The Province has 20 representatives in the Dominion House of Commons and 10 Senators. The total revenue of the Province for the fiscal year 1901 was \$1,090,229, and the expenditure \$1,088,926.

NAVIGATION.

In shipping, Nova Scotia occupies the leading place among the Provinces, having in 1901, 2,020 sailing ships and steamers of a total tonnage of 217,805. This is about one-third of the entire shipping of Canada, the total for the Dominion being 6,868 vessels having an aggregate of 669,580 tons burden. The registered sea-going tonnage (exclusive of the coasting trade) carrying cargoes into and out of the Province in 1901 amounted to 3,620,258 tons, of which 1,570,257 were British, 743,713 Canadian and 1,306,288 foreign. The tonnage of vessels engaged in the coasting trade which arrived and departed from Nova Scotia ports during the year amounted in the aggregate to 6,439,848 tons. The total number of ocean-going vessels which entered and cleared at Halifax was 2,022, having a burden of 1,627,533 tons.

The imports during the fiscal year 1901 of goods for home consumption amounted to \$12,-

041,185, upon which duties amounting to \$2,091,537 were collected. The exports represented a value of \$12,720,343.

MINING AND MANUFACTURES.

The principal mineral wealth of the Province consists in its extensive and valuable coal fields extending over 635 square miles. The output of these mines is rapidly increasing year by year. The yield in 1898 was 2,563,180 tons of the value of \$4,004,970. In 1901 it had increased to 4,099,200 tons of the value of \$9,150,000. In the twelvemonth ending September 30th, 1901, a total amount of 3,493,655 tons was produced, of which 1,709,604 tons were sold to other Provinces, 665,378 tons were shipped abroad and 1,118,673 tons consumed within the Province. The Province also contains rich iron mines the value of which is considerably increased by the ample supply of coal in the immediate neighborhood and the manufacture of iron and steel occupies an important place among the industrial enterprises. The Nova Scotia Steel Company has a blast furnace at Ferrona and the Dominion Iron and Steel Company four blast furnaces at Sydney, Cape Breton, where the manufacture is carried on an increasingly large scale. During the fiscal year ending September 30th, 1901, the output of iron ore amounted to 419,567 tons and the total production of pig iron was 90,034 tons. Coke to the extent of 120,000 tons was manufactured. The output of gold was valued at \$604,500.

The manufacturing industries carried on in the Province include the production of machinery, agricultural implements, stoves, hardware, paper, leather goods, furniture, woodenware, cotton and woolen fabrics, and paper and sugar-refining.

FISHERIES.

The waters of the Province abound with the choicest varieties of salt-water fish, the fisheries forming a large factor of its natural wealth. In 1900 the total value of the fish caught was \$7,809,152, comprising, among lesser items, cod valued at \$2,294,160; lobsters, \$1,808,729, and mackerel, \$1,248,626. The fishermen of Nova Scotia have \$3,278,623 invested in

vessels, nets and other plant required in their calling, and received \$101,447 in bounty money from the Dominion Treasury, which was divided among 15,997 men. Fry from the Government fish hatcheries to the number of 3,980,000 were distributed along the coast in 1901 as a means of preserving the supply of fish.

TRANSPORTATION.

The construction of the Intercolonial Railway, the building of which was one of the conditions under which the Maritime Provinces entered the Dominion, gives Nova Scotia direct railway communication with Central and Western Canada through British territory. The total mileage of the Intercolonial in operation in 1901 was 1,333 miles, including the Windsor branch. The Province is served by several other lines. At the time of Confederation there were 93 miles of railroad in the Province. In 1901 there were 943 miles, in addition to 60 miles owned by coal and iron companies.

EDUCATION.

A high standard of education prevails, the Public School system, which provides for free instruction, being in charge of the Council of Public Instruction, consisting of the members of the Executive Council. There is also a Superintendent of Education. The local management of the schools is in the hands of trustees chosen by the ratepayers in rural sections, and of Boards of School Commissioners in the cities and incorporated towns. The schools in 1901 numbered 2,387, the number of registered pupils being 98,410, and the average attendance 53,643. In addition there were 1,635 in county academies, and 240 in Normal and Model Schools. The total amount spent on school purposes was \$844,762, amounting to \$1.84 per head of the population.

Higher education is amply provided for, there being six colleges in the Province, viz.: Dalhousie College and University, St. Mary's College (Roman Catholic); the Presbyterian College, Halifax; Acadia College, Wolfville, (Baptist); St. Francis College, (Roman Catholic), Antigonish, and King's College and University, Windsor, (Anglican), founded in 1787.

PRINCE EDWARD ISLAND

The smallest Province in the Dominion, that of Prince Edward Island, is situated in the Gulf of St. Lawrence, and separated from the neighboring Maritime Provinces of New Brunswick and Nova Scotia by Northumberland Strait. Its greatest length is 130 miles, and its breadth varies from 4 to 34 miles. It contains an area of 2,133 square miles, its territory being nearly all occupied. Its possession was first assumed by the French when it was known as St. John's Island. But little was done toward settlement until 1715, when the fertility of its soil attracted some Acadians from Cape Breton. The island was ceded to Britain with the rest of the dependencies of Canada, or "New France," in 1763, when it was annexed to Nova Scotia, but in 1768 it was constituted a separate Province. The population at the time of the cession was about 4,000, but by immigration and the expulsion of the Acadians it was reduced to about 1,300 in 1768. In the year 1799 the name was changed from St. John's Island to Prince Edward Island, in honor of the Duke of Kent. The history of Prince Edward Island has been comparatively an uneventful one, its insular position and remoteness from the larger settlements having prevented it from becoming involved in the struggles which affected its sister colonies. The land question was, however, for many years a chronic source of difficulty and unrest. Prior to 1875 most of the land belonged to absentee proprietors, between whom and the tenants there was constant friction. After a long period of agitation, legislation adopted in 1875 by the local Government gave them power to buy out the interest of the landlords and to sell the land upon easy terms to settlers. In this manner 843,981 acres were acquired, nearly all of which was disposed of to the settlers. The Province was admitted into the Dominion in 1873.

The surface of the Island is undulating, but never exceeds the height of 500 feet above the sea level. The soil is of great fertility, consisting generally of light reddish loam, and

occasionally of a stiffer clay, resting in some places on a substratum of red sandstone, and in other localities appearing to be entirely alluvial. A large part of the surface is entirely free from rock or stone of any kind. The non-cultivable land consists for the most part of soft, spongy turf, or a deep layer of black mould, the former of which may prove valuable for fuel. The whole Island was formerly covered with a dense forest, the principal trees being beech, birch, maple, poplar, spruce and cedar. The greater proportion of these has long since disappeared to make room for cultivation.

The coast line is much broken, being a succession of bays and projecting headlands. The largest bays are Egremont, Hillsborough and Cardigan, which penetrating the land form narrow isthmuses dividing the island into three distinct sections. The rivers are necessarily short but the Island is well watered. Coal has been discovered, but it is not mined owing to the cheap price at which it can be procured from Nova Scotia. No other valuable minerals are known to exist. The climate is healthy and milder than that which prevails on the mainland and is free from fogs, the summer months being very enjoyable. The mean average temperature during the summer is 61.9 degrees and in the winter 19.5 degrees.

AGRICULTURE.

All kinds of cereals, roots and vegetables are raised successfully. The oats and potatoes of the Island enjoy a reputation for special excellence. The land is well adapted for grazing and sheep and horses of fine grades are raised. A natural manure composed of decayed oyster, clam and mussel shells, known as mussel mud, is found along the coasts and is extensively used as a fertilizer. Dairying receives a good deal of attention and yields good returns. In 1900 there were 40 cheese factories in operation which produced 4,431,739 pounds of cheese of the value of \$446,054 and 32 creameries which yielded 572,726 pounds of butter valued at \$123,052.

Much has recently been done for the promotion of agricultural interests by the introduction of modern methods of farming. The system of Farmers' Institutes which has proved so successful in Ontario was introduced in 1901 when 20 Institutes were organized with a total membership of 1,624, the main object kept in view being to stimulate the production of the finer and more valuable foodstuffs.

POPULATION.

The population of the Province in 1901 was 103,259, of whom 14,955 were classed as urban and 88,304 as rural. Immigration has been very limited as 99,006 were of Canadian birth. There were 41,753 of Scotch origin, 24,043 of English, 21,992 of Irish and 13,866 of French ancestry. The Roman Catholics numbered 45,796; the Anglicans, 5,976; the Methodists, 13,402; the Presbyterians, 30,750, and the Baptists 5,905.

Charlottetown, the capital, is situated on the south coast on the Hillsborough estuary which forms a secure and commodious harbor. It had a population of 12,080 in 1901, many of whom were engaged in manufacturing, its industries including an iron foundry, a woolen factory and shipyards.

GOVERNMENT.

The Legislative Assembly of Prince Edward Island consists of 30 members from whom the Executive Councillors are chosen. The Lieutenant-Governor is Honorable P. A. McIntyre and his Cabinet comprises the following:—Premier, Honorable D. Farquaharson; Provincial Secretary-Treasurer and Commissioner of Public Lands, Honorable Angus McMillan; Commissioner of Public Works, Honorable James R. McLean; Attorney-General, Honorable Donald A. McKinnon, and several others without Portfolio. The Province has five representatives in the Dominion House of Commons and four in the Senate. The total expenditure in 1901 amounted to \$315,326, of which the most considerable item was \$128,288 for educational purposes. The revenue was \$284,430, of which the Dominion subsidy was the largest item, \$31,168 be-

ing raised by a Provincial land tax. The Provincial debt was \$642,177.

The Prince Edward Island Railway, which was built and is operated by the Dominion Government, runs the whole length of the Island and, including extensions, has a total mileage of 211 miles of track. The Island is connected by telegraph with the mainland and there is daily steam communication.

TRADE AND NAVIGATION.

The imports of goods for home consumption from abroad during the fiscal year 1901 were valued at \$543,130, upon which custom duties were collected to the amount of \$148,258. The exports amounted in value to \$681,403. The number of vessels having a Dominion registry in 1901 was 182, having a net tonnage of 14,818. The total tonnage of sea-going vessels carrying cargoes in and out of the Province during that year was 140,271, of which 2,438 represented British, 77,162 Canadian and 60,671 foreign vessels. In connection with the coasting trade, vessels having a total tonnage of 1,090,188 tons arrived at and departed from the Island ports.

FISHERIES.

The total yield of the fisheries in 1900 was \$1,059,193 in value, of which the principal items were, lobsters, \$445,417; cod, \$155,038, and herring, \$147,347. The value of vessels, boats, nets, wharves and other plant required in the fishing industry was \$442,120. Of the Government bounties given to encourage this pursuit, 2,351 men belonging to the Island received as their share \$10,539.

EDUCATION.

The educational interests of the Province are in charge of a Provincial Board of Education, appointed by the Government, and a Chief Superintendent. The Public Schools, which are free to all, in 1901 numbered 474, with 589 teachers. There were 20,779 pupils, with an average attendance of 12,330. The proportion of the total population in attendance upon the public schools was one in five. The total expenditure for schools, including the amounts raised by local taxation, was \$164,935, being at the rate of \$1.60 per head of the population.

THE EARL OF MINTO, G. C. M. G., OTTAWA

The Right Honorable the Earl of Minto, the present Governor-General of Canada, was born in London, Eng., 9th July, 1845. Educated at Eton and Cambridge, he took the degree of B.A. at latter place. Lord Minto was noted as an athlete and as a horseman of rare merit, Minto House being adorned with many trophies of his skill in rowing, sculling and running; while as a horseman he won many races, notably the Grand National Steeplechase of France at Auteuil, in 1874, on "Miss Hungerford." He was also well known as a bold rider with the Duke of Grafton's, Lord Yarborough's and the Bichester hounds.

On leaving Cambridge his Lordship, then Lord Melgund, adopted a military career, joining the Scots Guards in 1867, and although he only remained three years with that regiment, he has seen more, and more varied, active service than falls to the lot of most soldiers. In 1871 he was in Paris during the Commune. In 1874 he was with the Carlist Army in Navarre and Biscay, in the North of Spain, as correspondent for the *London Morning Post*. In the spring of 1877, he went to Turkey at the outbreak of the Russo-Turkish war, and made the first announcement in England that the Russian Army had crossed the Balkans. He was with the Turkish Army at the bombardment of Nikopolis and the crossing of the Danube. On the outbreak of the Afghan war in 1878 he joined Lord Roberts and was with him in the Kurran Valley. On the conclusion of peace he went to Simla, and was asked to accompany Cavagnari's mission to Cabul for the purpose of carrying a despatch from thence to the advanced Russian post at Samarcand, but the idea was given up and he thereby escaped the massacre of Cavagnari and the whole of his escort, with the exception of one man, at Cabul. He accompanied Lord Roberts to the Cape in 1881 as Private Secretary; and in 1882 went to Egypt as Captain in the Mounted Infantry. In the first action he was wounded, but in a few weeks rejoined his corps, and subsequently commanded the Mounted Infantry until the corps was disbanded at Cairo. Most of the officers were either killed, wounded or



invalided. One of the few surviving officers, Major Bartelot, was killed during the Stanley expedition.

On the appointment of the Right Honorable the Marquis of Lansdowne as Governor-General of Canada, Lord Melgund accompanied him to this country as Military Secretary. When the Nile Expedition was decided on he was requested by the Imperial authorities to raise a body of three hundred Canadian boatmen and take command of them. For various reasons he was unable to go to Egypt himself, but he organized the whole force of Canadian boatmen which participated in that expedition. When the third Riel trouble occurred in the Northwest in 1885, and General Middleton was sent up to quell the outbreak, Lord Melgund accompanied him as Chief of Staff. This closed His Lordship's career in active service, but he continued to take a deep interest in military matters. His decorations include the Afghan Medal, Egyptian Medal, Medjidie,* Khedive Star and the Northwest Medal and Clasp.

Shortly before coming to Canada in 1883, Lord Melgund was married to Mary Caroline Grey, daughter of General the Honorable Charles Grey, who was Private Secretary to the Queen. Succeeded to his present title as Fourth Earl of Minto, on the death of his father, in 1891, and was appointed Governor-General of Canada in 1898.

* Turkish Medal, 1877.



SIR WILFRID LAURIER, G. C. M. G., OTTAWA

A statesman famous on two hemispheres and an orator uniquely eloquent in two languages, as well as one of the leading forces of the British Empire, is the Premier of Canada, Right Hon. Sir Wilfrid Laurier, G.C.M.G.

Sir Wilfrid is the most distinguished descendant of the original Canadians, the first settlers who came from France. He was born at St. Lin, Quebec, on Nov. 20th, 1841, the son of a surveyor and farmer in that village. He took a classical course at L'Assomption College, and afterwards pursued legal studies at McGill University, Montreal. In 1864 he graduated therefrom with the degree of B.C.L. He embarked on the practice of law at Montreal, but three years later, his health having broken down, he sought country air, and edited "*Le Dériveur*," a Reform journal, published at L'Avenir, in the eastern township of Quebec. His health having been restored, he resumed practice of law at Arthabaskaville, Quebec. There he proved successful both in civil and criminal practice, and in 1880 was created Queen's Counsel.

Sir Wilfrid Laurier had early become interested in politics, and in 1871, when but thirty years old, was elected to the Quebec

Legislature as representative of the riding of Drummond and Arthabaskaville. In 1874 the same constituency elected him as its representative in the Dominion House of Commons. Two years later, in 1876, the Prime Minister, Hon. Alexander Mackenzie, called him into his Cabinet, tendering him a portfolio as Minister of Inland Revenue. Following the constitutional custom of seeking re-election at the hands of his constituents before entering on his Cabinet duties, Sir William Laurier was defeated in Drummond and Arthabaskaville. He then successfully contested the East Riding of the City of Quebec, which he still represents.

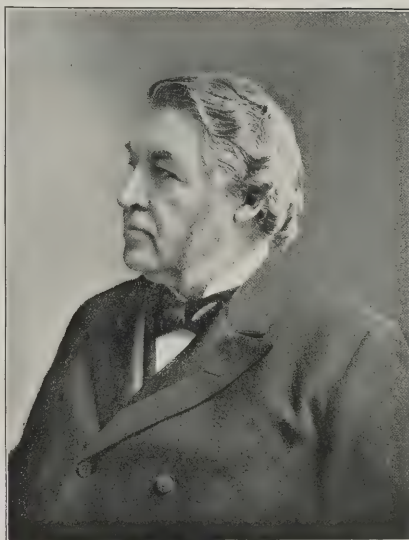
The Mackenzie Government was defeated at the polls in 1878, but Sir Wilfrid—then Mr. Laurier, of course—continued in the House, and in the party reconstruction which ensued, Hon. Edward Blake became leader of the Liberal party at large, while the subject of this sketch was recognized as his lieutenant, leading the Liberals of French Canada. When Hon. Edward Blake retired in 1887, the Opposition was unanimous in offering to the brilliant young publicist from Quebec the reins of Leadership. This he accepted, and on fighting his second General Election campaign, in June, 1896, carried his party into power. In July, 1897, he formed his first Ministry, in which he became Prime Minister and President of the Privy Council. In 1897, on the occasion of the sixtieth anniversary of the sovereignty of her late Majesty Queen Victoria, he went to England as the chief representative of Canada. The result brought international fame to himself, and placed Canada in a position of much greater importance in the eyes of the world than she had hitherto held. On Jubilee Day he accepted the very high honor of Grand Cross of St. Michael and St. George, which carried knighthood with it, and was sworn in as one of Her Majesty's Privy Councillors. Honorary degrees were also conferred on him by the Universities of Oxford and Cambridge. He visited France, was received by President Faure, and was created a Grand Officer of the Legion of Honor. At Rome he had an audience in the Vatican with His Holiness Pope Leo XIII. At the General Elections of November, 1900, in a bitterly fought contest, his party was again successful at the polls; and in June, 1902, he again visited England as chief representative of Canada at the Coronation of King Edward VII, where he again received high honors.

He was married in Montreal, in 1868, to Miss Zoe Lafontaine, who has been a helpmeet to him in the fullest sense.

**HON. SIR CHARLES TUPPER, BART.,
RAVENSCOURT, WINNIPEG**

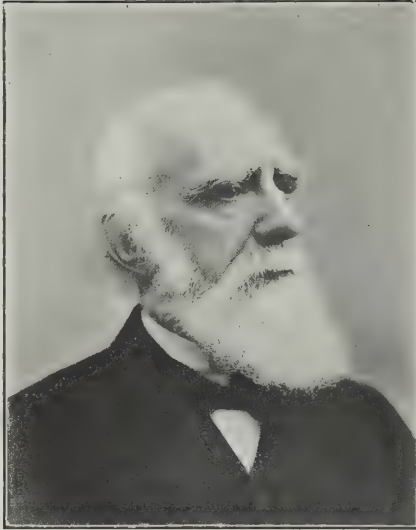
One of the statesmen who may boast of having been instrumental in the creation of the Canadian Nationality, is Sir Charles Tupper, Bart., G.C.M.G., C.B., LL.D., M.D. He was born July 2nd, 1821, at Amherst, N.S. The Tupper family traces its descent from two brothers, who, in 1552, fled to Holland from Hesse Cassel, in Upper Saxony, to escape religious persecution. The family came to New England in 1635 and settled in Nova Scotia in 1760. The subject of this sketch took up the study of medicine, and in 1843 he took the diploma of the Royal College of Surgeons, and received his degree of M.D. from the University of Edinburgh.

Returning to Nova Scotia, he took up the practice of his profession, and in 1855 entered public life, defeating Hon. Joseph Howe in a contest in Cumberland for the Legislative Assembly. He drew up a new programme on progressive lines for his Tory associates; by means of which his party attained power in 1857, he accepting the portfolio of Provincial Secretary. In 1864 he became Premier of Nova Scotia, and at once began to co-operate with the late Sir John A. Macdonald in the work of effecting a confederation of all the Canadian Colonies, finally consummated on July 1st, 1867. He was one of the delegates who in 1864 arranged the terms of Confederation at Quebec, who went to England and sat in the conference at the Westminster Palace Hotel in London, where the terms of union were finally settled. Sir John A. Macdonald asked Dr. Tupper to enter the first Federal Ministry of 1867, but he declined until 1870, when he was sworn in as member of the Privy Council, and became Minister of Inland Revenue. In turn he became Minister of Customs in 1873, Minister of Public Works in 1878, and Minister of Railways and Canals in 1879. In 1883 he resigned the latter portfolio to accept the post of High Commissioner in Great Britain for the Dominion of Canada. This office he held for four years, resigning in 1887, and returning to Canada to enter the Cabinet as Minister of Finance. In 1888 he acted as one of Her Majesty's Plenipotentiaries at the International Fishery Commission, which sat in Washington in 1887-88. Afterwards he carried the Washington Treaty of 1888 unanimously through the House of Commons at Ottawa. These labors completed, he was reappointed High Commissioner to Great Britain, where he remained until early in 1896, when he returned to Canada to enter the Cabinet of Sir Mackenzie



Bowell as Secretary of State. On the resignation of the latter in April, 1896, he became Prime Minister, and was defeated at the polls at the General Elections of the following June. For upwards of four years Sir Charles continued as leader of the Conservative Opposition, and after the second defeat of his party in 1900, resigned the leadership to Mr. R. L. Borden, of Halifax. Her late Majesty Queen Victoria frequently honored Sir Charles Tupper for his many services to the Empire. For his activities in connection with Confederation he was made Companion of the Bath. In 1879 he was named Knight Commander of St. Michael and St. George, and in 1886 was created Knight Grand Cross in that Order. In 1888 he was created Baronet. During his long career, Sir Charles Tupper was prominent in effecting such great measures as the Free School Act of Nova Scotia, the building of the C.P.R., the National Policy, the Franco-Canadian Treaty, and the recognition of Canada's right to be represented at International conferences where her interests are concerned. He floated the first three per cent. loan obtained by any British Colony.

Sir Charles was married in 1846 to Miss Frances Amelia Morse, of Amherst, N.S., and celebrated his fiftieth wedding anniversary in 1896. He at present resides at Winnipeg, which is also the home of two of his sons.



**LORD STRATHCONA AND MOUNT ROYAL,
LONDON, ENG.**

No living man has occupied such a prominent position in the life of Canada as Donald Alexander Smith, Baron Strathcona and Mount Royal, of Glencoe, in the county of Argyle, and of Montreal, in the Province of Quebec. The son of the late Alexander Smith, of Archieston, Morayshire, Scotland, his birth-place, he was born in 1820. Educated in local schools, he entered the service of the Hudson's Bay Company in 1838. Quickly mounting step by step through the various grades of the conservative Company's official system until he became a chief factor, his great administrative and executive abilities were recognized, and he was appointed Resident Governor and Chief Commissioner, and acted as Special Commissioner of the Dominion Government at the time of the Riel insurrection in Manitoba in 1869-70, for which he obtained the thanks of the Governor-General in Council. In 1870 he was elected to the Manitoba Legislature for Winnipeg and St. John, was called to the Northwest Territories Council, and was returned to Selkirk to the House of Commons. In 1874

he resigned his seat in the Legislative Assembly, but remained in the House of Commons until 1880. Re-entering public political life in 1887, as member for the Commons for Montreal West, he was re-elected in 1891. The lives of few men have been made up of as many or more important events in Canadian history. In March, 1896, a month prior to his retirement from political life, he was a delegate of the Dominion Government in reference to the all-absorbing School Question, and in April of that year he was appointed High Commissioner to represent Canada in London, Eng., and was sworn in a member of the Privy Council of Canada. In 1896 he was a Commissioner to the Pacific Cable Conference in London, and was a member of the Commercial Congress in London in 1892-1896. A Free Trader in England, and a Prohibitionist, Lord Strathcona always sought to free himself from mere partyism. He was Vice-President of the Imperial Federation League for Quebec, and is one of the Council of the British Empire League. To him probably more than to any one man is due the construction of the Canadian Pacific Railway, and for his services to the Empire in 1886 he was created a K.C.M.G., and in 1896 was made G.C.M.G. In 1897 he was raised to the Peerage under his present title. One of the largest shareholders in the Bank of Montreal, he became Vice-President in 1882 and President in 1887. He is a Governor of McGill University, and was elected Chancellor of the latter in 1889. His interest in social, educational and benevolent institutions has been actively and magnanimously shown. The industrial and financial interests and benefactions of Lord Strathcona are widespread, among which may be mentioned his princely endowment with Lord Mountstephen of the Royal Victoria Hospital, Montreal, his enormous gifts to McGill University, of which he is Chancellor, and his endowment of the Royal Victoria College for Women, of which he is also Chancellor. In 1887 he received the honorary degree of LL.D. from the University of Cambridge, from Aberdeen in 1890, Yale in 1892, and the hon. D.C.L. degree from Oxford in 1902. In 1895 he purchased the historic estate of Glencoe in Scotland as his private residence.

A Presbyterian in religion, he married Isabella, daughter of the late Richard Hardisty.

HON. THOS. R. McINNES, VANCOUVER, B. C.

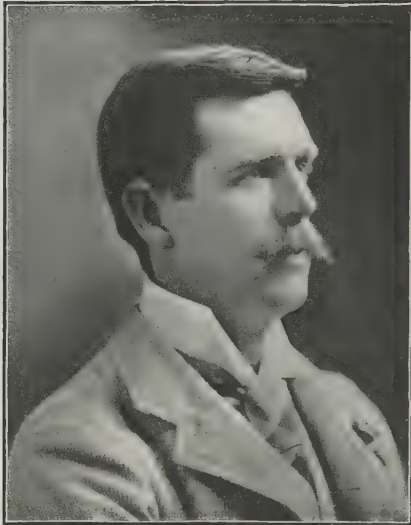
Few Canadians can boast of a more successful career than Hon. Thomas R. McInnes, of Vancouver. Mr. McInnes, although a noted man of the extreme West, is a native of the extreme East of Canada, having been born at Lake Ainslie, in the Province of Nova Scotia, on Nov. 5th, 1840, the son of John McInnes, of Inverness, and Mary Hamilton, of Paisley, Scotland. His early education was received at the Public School and Normal School in Truro, N.S. He took one year's course of lectures in the Medical Department of Harvard University, and subsequently attended Rush and Bennett Medical Colleges in Chicago, where he graduated M.D. and M.D.C.M., respectively in 1869. The same year he was licensed to practise in the Province of Ontario and located in the village of Dresden, County Kent. During his five years' residence in Ontario he filled the offices of Township Councillor, Reeve of Dresden, Member of the County Council of Kent and Coroner. He removed to British Columbia in 1874, locating at New Westminster. For five years he was physician and surgeon of the Royal Columbia Hospital and Superintendent of the British Columbia Insane Asylum. He was Mayor of New Westminster from 1876 to 1878 inclusive, and in February of the latter year was elected to the House of Commons on a bye-election. He was again elected at the general elections of 1879, running on both occasions as an Independent, but usually acting in accord with the Conservative party. On the 24th of December, 1881, he was called to the Dominion Senate by the Marquis of Lorne and was one of the most active members of the Upper Chamber for sixteen years. In November, 1897, he was appointed Lieutenant-Governor of British Columbia by the Earl of Aberdeen. In June, 1900, he retired and took up his



residence in Vancouver. During his public career Dr. McInnes was noted for the originality of his views and the energy with which he presented them. He was the first man in Canada to advocate a National Mint. He is a strong advocate also of disenfranchisement of the Civil Service and of compulsory voting. He is heavily interested in mining business in his adopted Province. He is a Presbyterian and a member of the Masonic Order.

In 1865 he married Mrs. Martha Eleanor Webster, of Dresden, Ontario, and has two sons, T. R. E. McInnes and Hon. W. W. B. McInnes, Provincial Secretary and Minister of Education for British Columbia. The latter was a member of the House of Commons previous to his entering the Provincial Legislature, and is conceded to be one of the rising politicians of the West.





HON. JAMES DOUGLAS PRENTICE,
VICTORIA, B. C.

In the troublous scenes that have marked the political arena in the Province of British Columbia during the last ten years, the personality of James Douglas Prentice has been prominent. Like many of the men of mark in that Province, he is a native of Great Britain, and is a worthy representative, commercially and politically, of the people from the Old Country who have done so much to make British Columbia the solidly progressive Province it is; and, together with their fellow-citizens of Canadian birth, have made their adopted Province a most desirable field for investment and settlement, not only by their interest in questions of political moment, but by their personal enterprise in fields abundantly open for commercial development of the natural resources of the country. The son of Andrew Prentice, of "The Grange," Lanarkshire, Scotland, he was born on the 3rd of February, 1861. Educated in Scotland, he came to Canada in 1882 as an officer of the Bank of British North America, and first was employed in the branch of that Bank at

Halifax, Nova Scotia. In 1888 he was transferred to the branch of that Bank in the City of Victoria, British Columbia. In 1889 he resigned his position in the Bank of British North America and became manager of the Western Canadian Ranching Company, Limited, with the home ranch at Chilcote, British Columbia. The enterprise prospered, and has at the present time from ten to twelve thousand cattle and horses, with ranches near Ashcroft and Kamloops, both in British Columbia, and supply cattle for the Yukon and British Columbia trade and retail markets at the cities of Vancouver and Victoria, British Columbia, under the name of the British Columbia Market Co., of which the subject of this sketch is a Director. Mr. Prentice is Manager of the Western Canadian Ranching Co., Ltd., aforesaid, of which the said British Columbia Market Company is the outgrowth. The general offices of this important Company, the Western Canadian Ranching Co., Ltd., are at 15 Sergeants Inn, The Temple, London, England.

Interested in the political welfare of British Columbia, a representative man and enjoying the confidence of the people, he was elected to the Legislative Assembly of the Province of British Columbia at the general elections of 1894 and 1898, and again in 1900, for the constituency of East Lillooet. On the 21st of June, 1900, he became a member of the Provincial Cabinet in the Dunsmuir Government, as Provincial Secretary. Upon the resignation of Mr. J. H. Turner from the Government, Mr. Prentice became Finance Minister and Minister of Agriculture in the same Administration, 3rd of September, 1901. Hon. Mr. Prentice is a Justice of the Peace and Honorary President of the Dairy and Stock-Raisers' Association of British Columbia, and is actively interested beyond his personal interests in the development of the stock and dairying industries of his adopted Province. A member of the Church of England, he married in 1897 Mabel Clare, daughter of Thomas D. Gilpin, Esq., of Bristol House, Roehampton, Surrey, England, founder of the great publishing house of Cassell & Co., by whom he has one child.

CHIEF JUSTICE HUNTER, VICTORIA, B. C.

In harmony with the vigorous life of the young and growing West, the men that have risen to positions of prominence and power in that land of strenuous endeavor and wonderful achievement are men of comparatively youthful years or men in the fullness of their manhood. In the evolution of things in the development of the greatness of Western Canada the men have been supplied where and when, in its almost impetuous progress, the situation demanded towards the making of Canada. No better illustration could be given of this genius of the West, that spirit which with adaptability oftentimes flies in the face of tradition, than the manner in which merit and worth are recognized and regarded without regard to the fortuitous recommendations of nativity, age or creed.

The progress of the western half of the Dominion of Canada is its justification. That a young man of forty years of age should hold the highest judicial position in a wealthy and progressive Province may be a subject of surprise to those of other lands. That the situation requires it and the individual justifies it, is the answer. In the appointment of Gordon Hunter to the Chief Justiceship of British Columbia, the Government of Canada recognized that spirit and acquiesced in the wishes of the Bar and people of the Pacific Province, his appointment being unanimously endorsed by the Liberal representatives of the Province. Born in Beamsville, in the County of Welland, in the Province of Ontario, the 4th of May, 1863, he is the eldest son of J. Howard Hunter, M.A., Government Inspector of Insurance for Ontario, and Anne Hunter (née Gordon).

Educated at the Brantford Collegiate Institute and Toronto University, he won during his course at the latter the Lorne silver and the Lansdowne gold medals for general proficiency, graduating with the degree of B.A. and honors in 1885. Entering upon the study of Law in the office of Messrs. McCarthy, Hoskins & Creelman, of Toronto, one of the most important legal firms in the Dominion, he was called to the Ontario Bar in 1888. Removing to British Columbia in 1891 he was



appointed the first official law reporter to the Supreme Court of British Columbia, which he subsequently resigned to become Crown Solicitor for the Province. In 1894 he resigned the office of Crown Solicitor and entered into partnership with the late Hon. Theodore Davie, the partnership continuing until the elevation of the late Mr. Davie to the position now held by the subject of this sketch. In 1894 the firm of Hunter, Duff & Oliver was formed, the present Chief Justice being the senior member thereof.

In 1895 the firm of Hunter & Oliver was formed which continued until the appointment of the senior partner to his present position. In 1900 Mr. Hunter was made Queen's Counsel. On March 18th, 1902 he was sworn in as Chief Justice of British Columbia.

A Liberal of prominence, he was one of the leaders and most eloquent advocates of the policy of that party in the Province of British Columbia, and was a charter-member and one of the organizers of the Young Men's Liberal Association of Toronto in 1887, the first organization of the kind in Canada. A member of the Church of England, he was married in 1896 to Mrs. Ida Nelson, daughter of Charles F. Johnson, Esq., of Portland, Ore,



CHARLES HAYWARD, VICTORIA, B. C.

Like many another of the now prominent men of British Columbia, Mr. Charles Hayward, Mayor of Victoria, was attracted to the Province by the gold discoveries in the Cariboo district, which followed upon the great California gold boom. But though attracted to the country because of its mineral wealth, he did not rush into the untried work of mining, but stuck to that line of business with which he was perfectly familiar. The result has proved the soundness of Mr. Hayward's judgment, and by the application to and development of his business, he has become one of the leading men of his adopted Province.

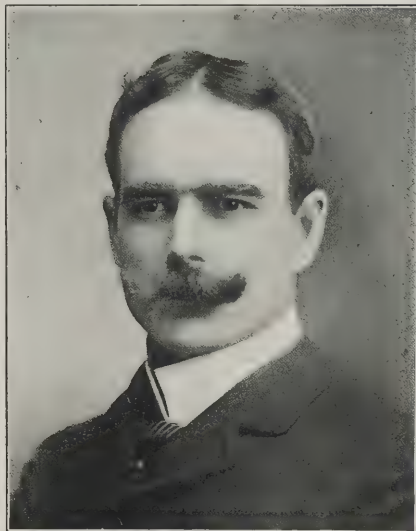
Mr. Hayward was born at Stratford, in the County of Essex, England, on May 12th, 1839. His father was Charles Hayward, merchant, of that place, and his mother, Harriett Tomlinson. After attending the Salem House School, of Bow, Middlesex, until the age of 14, he was apprenticed to John Hedges to learn the trade of carpenter and joiner. He served his time learning the business from the foundation up, and worked for some years as a journeyman. He married early in 1862, Sarah, daughter of John McChesney, Esq., of Westham, Eng., and the same year set out with his wife for British Columbia. This was about the time of the gold excitement caused by the discovery of the Cariboo diggings

in the interior of British Columbia. Mr. Hayward was not carried away by the excitement, however, to turn into an amateur gold-miner, but at once began business as contractor and builder in the capital, Victoria. His business being backed by energy and practical skill, prospered from the first, and later he added a factory for the manufacture of sash, doors and blinds. He remained in business as a contractor and manufacturer with a steadily developing trade until 1897, when he retired to devote his time to his other interests. He was prominently identified with the excellent free schools of the Province, and for ten years was Chairman of the Trustee Board. Mr. Hayward was first elected to the City Council for the years 1873-4, and during that time was instrumental in establishing the present excellent waterworks system of the City of Victoria. He did not stand for the Council again until 1899, when he was elected Alderman for the South Ward. In 1900 he was first elected Mayor of Victoria, receiving an immense majority of the total votes cast. In 1901 and 1902 he was returned to the Mayoralty by acclamation. During his term he secured the consolidation of part of the civic debt, thereby effecting a reduction in interest from 5 to 4 per cent. During his *régime*, also, the city has secured the funds for construction of the James Bay Causeway, costing \$150,000, and the new Point Ellice Bridge, costing over \$100,000; both of these enterprises are now approaching completion. He also secured the paving of the principal streets with fire blocks on concrete foundations. During the visit of their Royal Highnesses the Duke and Duchess of York to Canada, he was called upon in his official capacity to present to them the address of welcome to the city, and also had this honorable and pleasing duty to perform when His Excellency the Governor-General and Lady Minto visited Victoria in 1900. Besides being largely identified with mining interests in British Columbia, Mr. Hayward is President of the British Columbia Funeral Furnishing Co., and Vice-President of the Hutchison Co., dry goods, etc., Victoria. He is President of the British Columbia Agricultural, Mining and Industrial Exhibition, President of the Protestant Orphans' Home, President of the Pacific Club, President of the Victoria Tourist Association and a member of the Victoria Board of Trade.

In society life he belongs to the Masonic Order, the Encampment Branch of the I.O.O.F., the Foresters and Sons of England, and holds a Commission as Justice of the Peace for the Province, and is a member of the Reformed Episcopal Church. He has three surviving children.

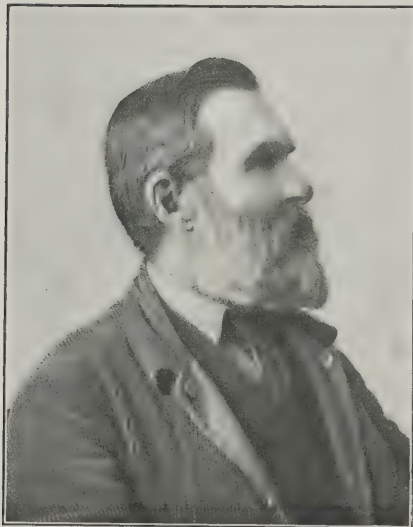
A. E. McPHILLIPS, K.C., M.P.P., VICTORIA, B.C.

Equally prominent in the public affairs and legal profession of British Columbia is Mr. Albert Edward McPhillips, K.C., M.P.P., of Victoria, B.C. Although a resident of the West for a considerable number of years, Mr. McPhillips is a native of Ontario. He was born at Richmond Hill, a village a few miles north of the city of Toronto, on March 21st, 1861. He is the son of a well-known resident of York County, Mr. George McPhillips, C.E., who came from Ireland to Canada in 1840, and practised his profession in New York State and throughout Canada. For years he was a Dominion Land Surveyor. On the outbreak of the first Riel Rebellion in 1870 he followed Col. Garnet Wolseley, who was in command of the Red River Expedition to Manitoba, and had under his charge the first Canadian money and coinage forwarded by the Dominion Government to the Manitoba Government, in amount \$100,000.00, and subsequently had charge of the Settlement Belt or River surveys for the Dominion Government. He died in Winnipeg in 1878. The mother of the subject of this sketch was Margaret Lavin, also a native of Ireland. In 1873 the family finally located in Manitoba, and the subject of this sketch, then a lad of but twelve years, was sent to the well-known Catholic College of St. Boniface, and later to Manitoba College at Winnipeg, where he graduated in 1879. Deciding to adopt the profession of law, he entered as a student the office of Messrs. Biggs & Wood, of which the Hon. S. C. Biggs, K.C., now of Toronto, was the senior member. He was called to the Bar of Manitoba in Trinity term 1882, and began the practice of law in partnership with his brother, Mr. L. G. McPhillips, who is now a King's Counsel and the senior member of the firm of McPhillips & Williams, Vancouver, B.C. The firm was dissolved in 1888, Mr. L. G. McPhillips proceeding to Vancouver. The subject of this sketch removed to Victoria, B.C., in November, 1891, and was called to the Bar of British Columbia. He practised alone for a few months until the firm, of which he is at present the head, McPhillips, Wootton & Barnard, was formed on the first of April, 1891. The firm has made a special feature of corporation law, and are solicitors for the Imperial Bank of Canada at Victoria, and the British Columbia Electric Railway Company, Limited, which operates lines at Victoria, Vancouver and New Westminster. Mr. McPhillips is also President of the Vancouver Power Company, Limited, of Vancouver. He was President of the Victoria



Bar Association in 1898 and 1899. From 1896 to 1901 inclusive, he was Vice-President of the Union Club of Victoria, and is now President of that Club. During the early part of his career Mr. McPhillips was interested in military matters, and has a second class military certificate from the Toronto School of Infantry, and on the outbreak of the Riel rebellion in 1885 was a Lieutenant in the 90th Battalion Winnipeg Rifles, with which regiment he served at the front through the campaign, and was in the engagements of Fish Creek and Batoche and holds medal and clasp. In 1890 he retired from the regiment with the rank of Captain. In Dominion politics Mr. McPhillips has always been a Conservative, and in 1896, during the controversy over the Manitoba School Question, he wrote some very able articles setting forth the Roman Catholic point of view. In 1898 he was elected to the British Columbia Legislature from Victoria City as a supporter of the then Ministry of the Hon. J. H. Turner, and was successfully re-elected in 1900. He is regarded as one of the ablest and most progressive members of the Chamber, being one of the principal members of the Opposition under the leadership of Mr. R. McBride.

Mr. McPhillips was married in 1896 to Miss Sophie Davie, daughter of the late Alex. Davie, K.C., of Victoria, who was Premier and Attorney-General of British Columbia at the time of his death in 1889, and has two children.



WILLIAM FERNIE, VICTORIA, B. C.

A type of that distinctive class of adventurous spirits who, with strong hands and indomitable hearts, made the trails of the West over prairie and mountain, through canyon and torrent for the civilization of the present, is William Fernie, of Victoria, British Columbia, one of the pioneers of the Pacific Coast.

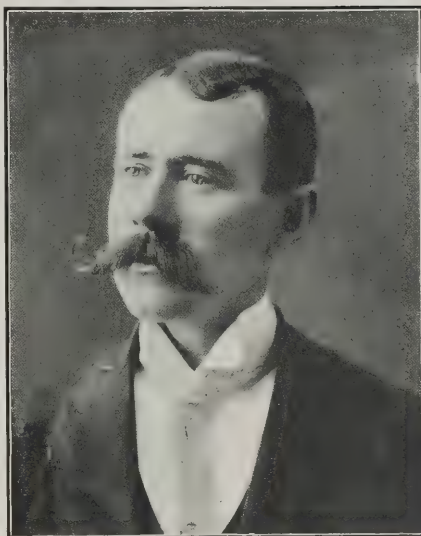
Born in Kimbolton, Huntingdonshire, in 1837, the son of Thomas P. Fernie, son of a Scotchman whose wife, Elizabeth Ladds, was English, he, a lad of 14, in 1851 shipped to Melbourne, Australia. It was the time of the mining excitement in Australia, and he began his career as a miner at the Bendigo mines. Shortly afterwards, with ten or twelve others, he went to the Turon River on the Sydney side, operating a hydraulic scheme then in its infancy. The experiment proving unsatisfactory on account of freshets, he left Australia and went to Peru in South America in 1856, where, on account of political disturbances, the Government were obstructing mining operators. Finding work on the Guano Islands, off the Peruvian Coast, he was compelled, on account of his health, to abandon that industry and became quartermaster on a

United States mail steamer plying between Panama and Central America. Drifting north in the year 1858 to the Stanislaus Valley, California, he resided there for two years. In 1860 he went to British Columbia, and the first two summers he prospected for gold. In 1861 the gold excitement on the Columbia River broke out and he went to Washington Territory. Joining a party going north, he wintered where Revelstoke now is. The next two years he spent in Washington Territory. In 1864 he went into the Kootenay country, a gold excitement having arisen regarding Wild Horse Creek, where Fort Steele now stands. The next summer he went up the Columbia River and then down to Wild Horse Creek again, where he joined the surveying party of Ex-Governor Dewdney, then blazing the famous trail, and was given charge of one of the parties building the road from Hope to Kootenay. The year 1866 he spent in the Big Bend country and 1867 at Rock Creek. The next four years he worked below Fort Shepperd, near the site of the present town of Rossland and at Perry Creek in East Kootenay. In 1873 he joined the Civil Service of Canada, being afterwards appointed Gold Commissioner. He held that office until 1882 when he began ranching near Fort Steele, where he continued for three years. Selling out in 1886, he went to Victoria. Upon his arrival he saw the application for a charter for a railway through the Crow's Nest Pass.

Acquainted with Col. Baker, well known as an operator in mines, he told him of the rich indications of coal in the Pass and a syndicate was formed. In 1887 he located a portion of the coal deposits. During succeeding years search was diligently and successfully prosecuted, Mr. Fernie conducting the explorations. The history of the British Columbia Southern Railway charter is well known. The trial and difficulties of the company are, perhaps, not as well remembered as its final triumph through the strength of purpose and tenacity of Mr. Fernie and others, backed by capitalists reliant upon his knowledge and honesty. All the other members of the original syndicate one by one dropped out. Mr. Fernie held on and the success achieved has been his reward.

THOMAS TAYLOR, M. P. P., TROUT LAKE, B. C.

Prominent in the public and commercial centres of British Columbia is Mr. Thomas Taylor, Trout Lake, B. C., the representative of the electoral district of Revelstoke in the Legislative Assembly of the Province, and one of the leading mining brokers and mine owners of the Kootenay region. He was born on Feb. 3rd, 1865, at London, Ont. His father, Thomas Taylor, came from the North of Ireland in 1837, and settled as a farmer in London Township; his mother, Ann Talbot, was of Canadian birth, English descent. The subject of this sketch attended the Public Schools of Maple Grove, Ont., and took a course in a Commercial College in London, Ont. In 1883 he was articled to the law firm of Taylor & Taylor, at London, and read law until 1885, when he decided to give up law and remove to Winnipeg, Manitoba. There he worked at various vocations until 1888, when he was engaged by the Canadian Pacific Railway for a post in the mechanical department and later in the store department at Donald, B. C., where he remained until 1894. In that year he removed to his present town of Trout Lake, B. C., to take the post of manager in the mercantile establishment of C. B. Hume & Co. Of these interests he had charge until the year 1898. In April, 1895, he was appointed Mining Recorder of the Trout Lake Mining Division in the district of West Kootenay, holding the position for upwards of two years, until he resigned in September, 1897. In 1898, on his retirement from the establishment of C. B. Hume & Co., he was reappointed to the office of Mining Recorder, and served in that capacity until March, 1900, when he resigned his post to become a candidate for the Legislative Assembly of the Province for the riding of Revelstoke. He was the first candidate to be nominated on the straight Conservative platform in that famous campaign, and despite the complex issues of the election defeated his opponent, Mr. Alex. McRae, by a majority of 145. Since 1900 Mr. Taylor has been established as a mining broker at Trout Lake, and has very wide interests in the Kootenay region. He acts as confidential agent for many United States capitalists who have large investments

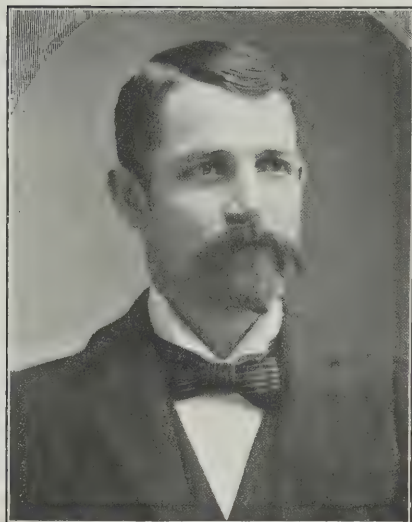


in the country. He is a director of a corporation known as Great Western Mines, Limited, which has a capital of \$1,250,000 and operates the Nettie L. mine, a silver and lead property which began development in 1899, and has shipped about 2,000 tons of ore. This company also owned the Trilby group and the Great Western group of mining properties.

Mr. Taylor also occupies the position of Vice-President of the Prince Mining Co., which is operating valuable gold and copper properties in the Big Bend district of West Kootenay. He is also interested in the Mountain Lion Mining Co., an American corporation which operates the "American" group of mining properties, which were secured for this company by Mr. Taylor. His popularity in the Kootenay country is great, and he is in every sense an able and progressive young business man.

In religion Mr. Taylor is a member of the Church of England. He is a member of the I.O.F. and the Independent Order of Odd-fellows.

He was married in 1897 to Miss Georgia Larson.



R. F. GREEN, M. P. P., KASLO, B. C.

Prominent alike in the politics and commercial affairs of British Columbia is Mr. Robert Francis Green, of Kaslo, representative of the riding of Slocan in the Legislative Assembly of the Province. Mr. Green was born at Peterborough, Ont., on the 14th of Nov., 1861, the son of Mr. Benjamin Green, a native of Ireland, and a commission merchant and grain dealer at Peterborough. His mother, Rebecca A. Lipsett, was also a native of Ireland. Young Green attended the Public and High Schools of his native town until he reached the age of 19, when he went to Erie, Pennsylvania, and became time-keeper for Mr. John Hogan, a contractor there. In 1882 he went west and located at Winnipeg, where the famous boom was then in progress. He was engaged by the C.P.R. in its construction department, and remained in their service until 1884, following the construction of the road from Broadview to the Beaver, when he, with his brother, opened a store at the new town of Silver City. When the second Northwest rebellion broke out in 1885, he joined the Commissary Department with Major-General Strange's column,

and continued with it until the close of the campaign. Returning in August, 1885, he went west with his two brothers and opened a general store at Revelstoke, B.C. In 1891 the firm bought a large bankrupt stock at Ainsworth, B.C., and opened a branch at Kaslo, then a new mining town. In 1894 they closed out their other branches and made Kaslo the centre of their operations, where the firm of Green Bros. is now well established. In addition Mr. R. F. Green engaged in the mining business, and handled the first ore shipped out from the White Water Camp, in the Slocan district, in 1893. He served as Postmaster at Ainsworth for some time, and in 1893, when Kaslo was incorporated, he was elected its first Mayor. He was defeated in seeking re-election, but was elected again two years later, and served two terms. As Mayor he floated the necessary bonds and secured the necessary construction of the present waterworks system.

In Federal politics Mr. Green is a Conservative, and in 1898 he was nominated for Slocan riding in the Legislative Assembly, in opposition to the Turner Government, and defeated his opponent, Mr. John L. Retallick, by 100 majority. At the general elections of 1900 he defeated Mr. George F. Kane, candidate of the Martinite party, and Mr. John Keene, the candidate of the mine owners' party, by a plurality of 225. He supported the Dunsmuir Administration during the session of 1901, but in 1902 joined the Opposition and became the party Whip. He is a prominent member of the Mining and Public Accounts Committees of the Legislature. He is President of the British North American Mines, Ltd., of Kaslo, with a capital of \$1,000,000, which has been operating silver-lead properties since 1898. He is a Director of the Valparaíso Gold Mining and Developing Company, which was organized in 1900 with a capitalization of \$100,000.00, and which is developing a gold and silver property near Kaslo.

In religion he is a Methodist, and belongs to the Masonic Order R.A.M. Chapter, and has also taken 32 degrees in the Scottish Rite, being a member of Lodge Perfection at Vancouver.

In 1889 he married Miss Celia E. MacDannell, daughter of Mr. Perry MacDannell, of Erie, Pennsylvania.

HENRY DOYLE, VANCOUVER, B. C.

Prominent in one of the most important industries in the Province of British Columbia, the canning and packing of fish, Henry Doyle, of the City of Vancouver in the said Province, is an enterprising business man as well as being the Managing Director of the great amalgamation of different companies and firms on the Pacific Coast engaged in the canning and packing of fish, known as The British Columbia Packers' Association. He is recognized throughout the whole Pacific slope as being one of the most energetic and shrewdest operators engaged in that business in the West. A native of the United States, the son of Henry Doyle who established, in 1875, the firm of Henry Doyle & Co., dealers in fishing supplies, with headquarters in San Francisco, California, he was born on September 8th, 1874, in the City of Paterson, in the State of New Jersey, one of the United States of America. His parents removed to San Francisco when the subject of this sketch was a young child—he was educated there, and finally became a clerk in the office of his father in that city. Working up and through the various departments of his father's extensive business, he was in the year 1890 sent up to British Columbia in the interests of the firm. So successful was he in building up the business there that in 1895, when the Company decided to further extend their business by opening up a branch establishment in Vancouver, the subject of this sketch, although only twenty-one years old, was appointed manager. On the death of his father in 1898, he became General Manager of the firm's whole business, and some idea of the extent of the business may be gathered from the fact that in addition to the San Francisco and Vancouver establishments, there were branches at Seattle, Washington and Astoria, Oregon, that also came under his management and control.

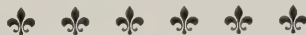
In 1902 Mr. Doyle exploited and organized The British Columbia Packers' Association,



with a capital of \$4,000,000, amongst the capitalists of Toronto, Montreal and other eastern Canadian cities, and succeeded in amalgamating sixty per cent. of the salmon canning companies of British Columbia.

Young as he is in years Mr. Doyle is already a material factor in the second largest industry of Canada's Pacific Coast, as well as a public-spirited citizen interested in the progress and development of the Province he has adopted as his home. A Roman Catholic in religion, he is an active participator in the benevolent and social life of the City of Vancouver, a supporter of manly sport and recreation and is a member of all of the leading clubs in the Coast cities of British Columbia.

From the manner in which they have undertaken the development of all the various and extensive fishing interests of the Province it is very evident that the success of the Association, of which Mr. Doyle is the head, is of the utmost importance to the commercial progress of British Columbia.





JOHANNES BUNTZEN, VANCOUVER

While it is true that some men are destined from their cradles to certain lines of work, and make such a success in them as they could by no possibility achieve in any others, there is nevertheless much ground for the belief that men of the right stamp will succeed in any occupation (which does not require special physical adaptation), and that the surest evidence of a man's fitness to rule in one field is his success in another. The fact is also sometimes lost sight of in this age of concentration and specialization, that versatility is, after all, a greater evidence of ability than is concentration. For a new country, where conditions are rapidly changing and new institutions arising, the man of adaptability is the man required and the man who rises steadily and rapidly. This is shown in the life of Mr. Johannes Buntzen, of Vancouver, who, beginning life as a lawyer, has succeeded in the widely divergent lines of broker, journalist, accountant, and now manager of electric companies. Mr. Buntzen was born in Copenhagen, Denmark, where his father was an engraver, on Dec. 16, 1859. He was educated at Copenhagen, and secured the degree

of B.A. He first read law, and in 1878 went to England, where, in company with his brother, he carried on a shipping business at London and Liverpool. In 1881, the opening of the Manitoba boom, he went to Winnipeg, where for a year he acted as official interpreter of the Manitoba Government in meeting the large number of Scandinavian immigrants then arriving. The next year he returned to Denmark, where for seven years he worked as a journalist on Copenhagen newspapers, and also filled a post for a time in the Danish civil service. In 1889 he was married to Marie Wendrich, a young lady of Copenhagen, and this important move in life having been settled, he once more turned his face to the western world to make it this time his permanent home, and arrived at Vancouver in 1889. He became first an accountant with the Vancouver Loan, Trust, Savings and Guarantee Company. This Company at that time had charge of the affairs of the Vancouver Electric Light and Railway Company, and the work of handling this fell to the care of Mr. Buntzen, who acquired such a mastery of the business that in 1893 he was made Manager of the Company. Two years later, upon the amalgamation of this Company with the Westminster and Vancouver Tramway Company, under the name of the Consolidated Railway Company, he became its Secretary. In 1896 the Consolidated Company was amalgamated with the Victoria Railway, Light and Power Co., and in 1897 it was reorganized with a capital of £650,000. The final result of these amalgamations is the British Columbia Electric Railway Co., of which Mr. R. M. Horne-Payne, of London, is the Chairman. It owns and operates fifty miles of electric railway in Vancouver, New Westminster and Victoria, including twelve miles of suburban line. In Vancouver it furnishes both city and private lighting, and in Victoria private lighting, supplying 80,000 incandescent and 600 arc lights in the two cities. In 1897, Mr. Buntzen was made Manager of the mainland lines, and in 1898 General Manager of the whole system. Mr. Buntzen is also Director and Secretary of the Vancouver Power Company, which is building an \$800,000 plant at Coquitlam Lake and Lake Beautiful, sixteen miles from Vancouver, four hundred and thirty (430) feet above the city, and with a 13,000 foot tunnel through the mountains connecting the two lakes. Plant will supply electric power for Vancouver factories and industries generally.

HENRY T. CEPERLEY, VANCOUVER

One of the most active business men of Vancouver, B.C., is Mr. Henry Tracy Ceperley, head of the firm of Ceperley, Rounsefell & Company, Limited, Real Estate and Insurance Agents. He was born on Jan. 10th, 1851, at Oneonta, in the State of New York. His father, Martin Ceperley, was a farmer, and the family originally came from the Netherlands and settled in the Mohawk Valley. His mother, Desiah Winnie, was also of Dutch parentage. He attended the Public School at Oneonta until he was seventeen years old, but during the latter part of his course in the winter months only. He passed the examinations to qualify him for a teacher's certificate, and taught in the district schools until he had earned enough money to put himself through Whitestown Seminary, at Whitestown, N.Y. He continued as a teacher in New York State until 1875, when he moved to Winona, Minnesota, where he also taught school for a year. He then engaged as a bookkeeper and accountant in a produce and commission warehouse, continuing in that capacity until 1878, when he went to Los Vegas, New Mexico, and for three years was cashier and bookkeeper for a firm of railroad contractors. He returned to Minnesota for a year and then went to Livingston, Montana, and established an insurance and real estate business there. He then invested heavily on a cattle-ranching proposition which proved a financial failure, and in 1886 decided to leave Montana. He went farther West and became a resident of Canada, settling in Vancouver, B.C., where he opened up a real estate and insurance office, out of which the present firm grew. He became, as well, a financial agent for large American investors, and at present the firm carries on an extensive business throughout British Columbia, not only as real estate, insurance and financial agents, but as mining brokers also. They have been since 1889 general agents in British Columbia for the Phoenix Fire Assurance Company of London, Eng. Mr. Ceperley has taken a prominent part in the development of the Province, and is a director of the British America Development Co., Ltd., which is incorporated under the laws of the State of New Jersey, and owns and operates the Globe and Dartmouth group of mines, and the Cumber-



land group, situated on the Unuk River, near the remote northern coast of British Columbia. His interests are not confined to mining, however, but he has also interested himself in the subject of water-powers, in which the Province is rich, and the possibilities of which are just beginning to be realized by Eastern capitalists. He is Chairman of the Board of Directors of the Carter River Power Co., which has an extensive plant at Carter's Bay capable of developing 8,000 horse power. The power so developed is to be used for pulp and paper mills in the vicinity. Mr. Ceperley is also a director of the British Columbia Building Association, an important financial corporation which has its head office at Vancouver, B.C.

In politics he is a Conservative, but has not identified himself very actively with the party organization.

In religion he is a member of the Church of England. He is socially popular, a member of the Masonic body, the Knights of Pythias, and other fraternal organizations, and also the Vancouver Club and the Terminal City Club. Still in the prime of life, he is a type of those enterprising men from the East who are building up the West with such rapidity.

He owns one of the most pleasant and substantial residences situate on Georgia Street; is married and has two children, Miss Ethelwyn Ceperley, now in her third year in the Annie Wright Seminary, Tacoma, Washington, and Master Arthur T. Ceperley, in the third year preparatory Whitworth College, also at Tacoma.



HENRY McDOWELL, VANCOUVER, B. C.

One of the most progressive and successful business men of the City of Vancouver is Mr. Henry McDowell, Vice-President and General Manager of Henderson Brothers, Limited, Wholesale Druggists of that city, and Victoria, B.C.

As do many of his fellow-residents in Vancouver, Mr. McDowell hails originally from the Province of Ontario, where he was born on March 3rd, 1862, at Milton, Halton County.

His father, Robert McDowell, was a native of Ireland and a mechanic by trade, his mother, Mary A. Doherty, being also Irish. He was educated at the public school at Hornby, Ont., at the Model school, Milton, and at the age of seventeen obtained a teacher's certificate and taught school in Halton County for two years.

In 1881 he apprenticed himself with Mr. Henry Watson, a druggist of Milton, Ont., and after serving three years, moved to Port Arthur, Ont., where he remained till the spring of 1886, when he removed to Van-

couver and started for himself in a small way, under the style of H. McDowell & Co. About 1890 he was joined by Mr. H. H. Watson, son of his preceptor, Mr. Henry Watson, of Milton, Ont., and the business was continued under the old name.

In 1895 the firms of H. McDowell & Co., and Atkins & Atkins amalgamated and incorporated under the name of The McDowell, Atkins, Watson Co., Limited, with Mr. McDowell as President and General Manager. The new Company conducted a number of retail stores in Vancouver besides a very considerable wholesale business.

June 1st, 1902, the wholesale department of The McDowell, Atkins, Watson Co., Limited, was amalgamated with the old established firm of Henderson Brothers under the name of Henderson Brothers, Limited, with Mr. McDowell as Vice-President and General Manager. Henderson Brothers, Limited, confine themselves strictly to the wholesale drug trade, while Mr. McDowell's old Company, The McDowell, Atkins, Watson Co., Limited, confines its attention to the retail trade with Mr. H. H. Watson as President and General Manager. This Company has seven retail stores in Vancouver, the majority of which are not excelled in Canada for elegance of fitting and completeness of stock.

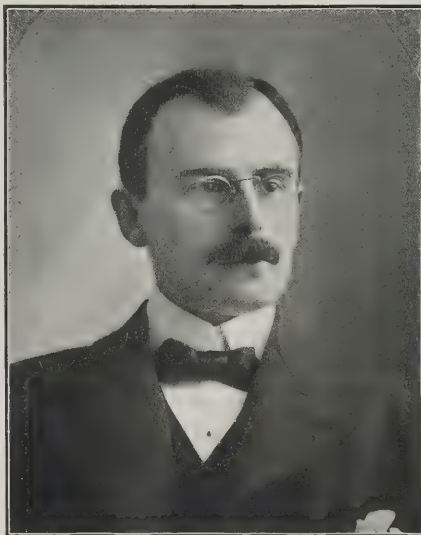
While Mr. McDowell has confined his attention very closely to his chosen business, which he must have done to build up the connection he now has, he has not been unmindful of other local enterprises. He has been for many years a director of the Union S. S. Co., which has an extensive coasting trade. He was one of the original shareholders of the present Street Railway Co., and is also a shareholder in the B. C. Fruit Canning and Coffee Co., Limited.

The subject of this sketch is an adherent of the church of England and was married in 1890 to Miss Adelia Clarke, daughter of Mr. Edward Clarke, a well-known merchant of Pembroke, Ont.



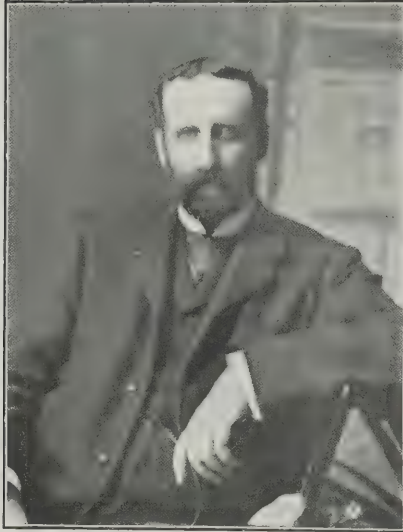
F. F. BURNS, VANCOUVER, B. C.

An active young business man of the Pacific slope is Mr. Frederick Foulle Burns, of Vancouver, B.C., a member of the firm of Boyd, Burns & Co., metal merchants and extensive importers of plumbing and engineering supplies. Mr. Burns is a native of Scotland and was born at Glasgow on October 20th, 1868, and attended the Hutcheson Grammar School, a well-known educational institution of that city, and afterwards finished his education at the Glasgow High School. At the age of 16 he left school and was employed as office boy by the firm of Wright & Breckenridge, shipowners and timber merchants of Glasgow. He remained in the employ of the firm for five years, working in various departments and winning gradual promotion. At the age of 21 he was engaged as accountant by Thomas Kerr & Co., timber merchants of Glasgow. In 1892 he came to America and located in Victoria, B.C., intending to embark in the grocery business, but was not satisfied with the business conditions then existing, and engaged as bookkeeper with the Price Canning Co., which operated a salmon-packing establishment at Gardiner Inlet, B.C. In 1894 he formed a partnership with Mr. John Boyd, a commission broker of Victoria and started the present firm of Boyd, Burns & Co., at Vancouver, trading for the first five years, however, under the name of John Boyd & Co. The firm has prospered and covers the trade of British Columbia and the Yukon Territory. After the discovery of gold in the Yukon district the firm operated a branch at Dawson City, which was, however, discontinued in 1901. In business circles Mr. Burns is highly esteemed, and plays a prominent part in the deliberations of the Board of Trade. In 1901 he filled the post of President, and during his term of office the Board was instrumental in securing the establishment of a Dominion Assay Office at Vancouver. In 1902, he became Chairman of the Railway and Navigation Committee of the Board. The firm of Boyd, Burns & Co., besides its large business in sheet and pig metal and in engineering supplies, has taken up ship chandlery which they carry on as a separate branch of their Vancouver business. The firm are also principal owners and operators of the Electric Light & Power Co. at White Horse, Yukon Territory. Mr. Burns also holds an interest in several local enterprises outside of his own business, among



which might be mentioned the Brown Can Filling Machine Syndicate, which hopes very shortly to put on the market a machine for automatically filling salmon into cans. This invention will supply a much-felt want, owing to the growing feeling against Chinese immigration, as each machine operated by three white men will enable the packer to dispense with the services of from 20 to 30 Chinamen. In Federal politics Mr. Burns is a member of the Conservative party, and is interested in public affairs. In 1902 he took an active part in the Municipal elections, and was Chairman of the Executive Committee to organize the Reform movement which secured the election of its candidates for the mayoralty and a majority of the members of the City Council.

In religion he is a Presbyterian, and holds the office of Secretary of St. Andrew's Church. Before leaving Glasgow he was an active member of the Clydesdale Cricket Club of that city, and was for three years a winner of the bowling prize for his eleven. He retains his love of sport and is closely identified with the Vancouver Cricket Club. He also holds the honorary position of Treasurer of the Vancouver General Hospital, and is a past President of the St. Andrew's and Caledonian Societies. In 1900 Mr. Burns was married to Miss Mae J. Cassady, the daughter of Mr. Geo. Cassady, a prominent salmon packer and shipper on the Fraser River.



GORDON EDWARD CORBOULD
NEW WESTMINSTER, B. C.

In the development and progress of the commercial life of the Province of British Columbia much has been due to the enterprise and industry of the miner and capitalist, much also has been due to the conservative business methods and social qualities of those people who are frequently described by the native-born Canadians as from the Old Country, but of late years there has arisen a class in the Pacific Province of the Dominion of Canada which has taken a position of prominence in the political, social and industrial life of British Columbia, that has been a great factor in the wonderful progress that has marked that part of the Dominion west of the Rocky Mountains. That class largely consists of young Canadians from the Eastern Provinces of the Dominion who have made British Columbia their home and have cast in their lot with the fortunes of that Province, and have consequently a degree of importance in its life unknown a few years ago when the old countrymen were essentially the leading personal factors in the Province. Among those native-born Canadians who came from the Eastern Provinces, who have become

prominent not only in their adopted Province but in the larger field of the Dominion, is Gordon Edward Corbould, Barrister-at-Law. Born in Toronto, in the Province of Ontario, on the 2nd of November, 1847, the third son of Charles Corbould, and Mary, daughter of Dr. Durie, of the city of Toronto, his wife, and a nephew of the Hon. Mr. Justice Gwynne, of the Supreme Court of Canada, he was educated at Upper Canada College, Toronto, then as now one of the greatest and best preparatory schools for the professions in Canada. Resolving on Law as his life pursuit he became entered at Osgoode Hall as a student at Law on the books of the Law Society of Upper Canada. In 1872 he was enrolled as Attorney-at-Law. Recognizing the manifold opportunities for a young man in the learned professions in the rapidly-developing Province of British Columbia, in 1880 he removed to that Province at the time the Canadian Pacific Railway, the forerunner of an era of development, was nearing completion, and conforming to the regulations of the Law Society of that Province, was admitted to the Bar of British Columbia in 1882, and in 1883 he formed a partnership with the late Chief Justice McColl, under the firm name of Corbould & McColl, which lasted until 1896. Pursuing the practice of his profession successfully in the city of New Westminster, he not only acquired a large and lucrative law practice but also the confidence of the electorate, and in June, 1890, after the death of the sitting member, he was elected as a Liberal-Conservative to the House of Commons for New Westminster Electoral District, and in the next general elections in 1891 was successfully re-elected. Did not run again in 1896.

A member of the Church of England, and interested in the social and philanthropic life of the city of New Westminster, where he resides and follows his profession, Mr. Corbould is actively concerned in the material and municipal progress of New Westminster. In the turmoil of politics, with the peculiar party complications which frequently confuse the mind of the Eastern Canadian throughout the acrimonious debates that sometimes mark the discussion of political questions, Mr. Corbould has retained the respect of both political parties.

He has been twice married, first in 1877, to Arabella Almond, fourth daughter of Major William Down, 1st Madras Fusiliers, who died in 1894; and again in 1901, to Charlotte Mary Elizabeth, second daughter of the late Chief Justice Sir Matthew Crooks Cameron, of Toronto.

JAMES A. McNAIR, VANCOUVER, B. C.

Among the prominent manufacturers and lumbermen of the Pacific Province is James A. McNair, President and General Manager of the Hastings Shingle Manufacturing Company, Limited. The son of Nathaniel McNair, a farmer and also a lumberman conducting a small business in the Province of New Brunswick, and his wife, Martha Archibald, both of Scottish descent, he was born in Restigouche county, near the town of Dalhousie in the Province of New Brunswick, on the 11th of August in 1865. Educated at the Jacquet River schools of the Jacquet River district until the age of seventeen, he took a position in a small general store at Dalhousie Junction, New Brunswick, where he remained for three years. With three of his brothers as partners, he bought a general store in the lumbering district of Eel River in the same Province, and there built a small mill which was destroyed by fire the following year. Removing to Nouvelle, Province of Quebec, he was in general storekeeping and lumbering until the year 1892 when he removed to the Province of British Columbia. With his brother, Robert McNair, he built a small shingle mill at Hastings, British Columbia, and manufactured ten million shingles during the first year, the partnership operating under the name and style of the Hastings Shingle Manufacturing Co. In the year 1893 the firm leased and operated another shingle mill which about doubled their capacity, and in 1897 they built another mill in the State of Washington for their United States trade. In 1901 the partnership was changed to the present incorporated company, having a capital of six hundred thousand dollars, about which time the subject of this sketch bought out his brother's interest in the Company. In the early part of 1902 the Company erected in Vancouver what is known as the largest shingle mill in the world, having a capacity of one million two hundred and fifty thousand shingles per day. In addition to their shingle interests, the Company has a sawmill having a capacity of sixteen million feet of lumber per year, and a planing factory of equal capacity, enabling them to supply all the material used in the construction of the prairie farmhouses in that extensive and growing wheat and garden district of Canada, viz., Manitoba and the Northwest Provinces. An idea of the importance and im-



mensity of their red cedar shingle and lumber business can be gathered from the number, location and capacities of the following mills which they own and operate: In Vancouver, B. C., 2 shingle mills, 1 lumber mill, 1 planing factory; in Whatcom county, Wash., U.S.A., 4 shingle mills; having a total cutting capacity of six hundred and fifty million shingles and sixteen million feet of lumber per year. Another particular feature of their extensive business is the drying of all their production, for which they have dry kilns having a holding capacity of twenty million shingles, and in connection with which they have storage shed capacity for a further fifty million. Although the manager of such extensive business interests requiring both time and close supervision, Mr. McNair is deeply and actively interested in the work of the Young Men's Christian Association, and is now serving his third term as President of the Young Men's Christian Association of Vancouver and was the British Columbia delegate to the jubilee of that Association in the city of Boston in 1901.

A Presbyterian in religion, Mr. McNair was married at Dalhousie, New Brunswick, in 1887 to Minnie G., daughter of Alexander McKay. From small beginnings Mr. McNair, by close application to business and shrewd foresight, has not only become one of the principal manufacturers of his adopted Province, but has also acquired the unique title of "the Shingle King."



JAMES EWING MACRAE, VANCOUVER, B. C.

Britain, one of the smallest countries in Europe, rules over a greater part of the world than any other nation because of the justice and freedom of her institutions, and because of the skill of her sailors and courage of her merchants. The carrying trade of the world is in the hands of Britain, because to British navigators every sea is a home, and because through long generations a race has been raised up accustomed to doing business with people on the other side of the globe. This requires not only a dominant type of mind gifted with the power of recognizing and impressing with its ideas suitable agents, but also long and careful training. All over the world are to be found in charge of important trading and shipping interests men trained in the offices of the firms of the Mersey and the Clyde. This latter spot was the place where a young man, destined to take a high place on the Pacific Coast, was trained. Mr. James Ewing Macrae, secretary and managing director of the United Canneries of British Columbia, Limited, and manager of the British Columbia branch of Dodwell, Carlill & Co., London, China, Japan and United States, was born in Glasgow, Scotland, January 18, 1867.

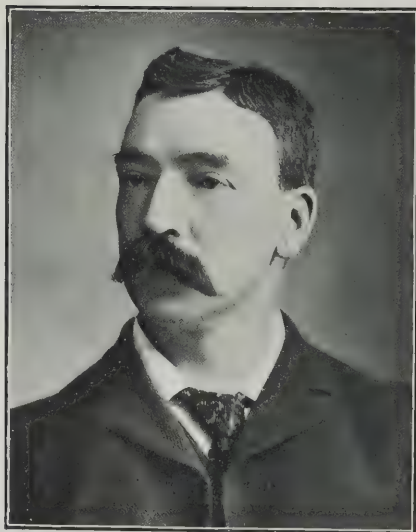
He was educated in the Glasgow schools, and at the age of sixteen secured a position as one of the confidential clerks in the office of Sir William Pearce, Bart., chairman of the Fairfield Shipbuilding Company, of Glasgow. He continued in this office for six years, acquiring a thorough grasp of the shipping and shipbuilding industries. In 1888 he went to the Pacific Coast as purser of the steamer "Abysinia," the pioneer of the magnificent fleet of the Canadian Pacific Railway plying between Vancouver and Hong Kong. The "Empress of India," the first steamship built for this route, was completed in 1891, and Mr. Macrae was sent to England and came out with her as purser. He remained in this post till 1894, when he engaged with Dodwell, Carlill & Co., a large firm with headquarters at Hong Kong. They are exporters, shippers, and agents of the Canadian Pacific Railway at Hong Kong. His foot was now on the ladder of promotion and he rose rapidly. The next year he came to Victoria to look after the firm's interests there, and in August, 1896, was made assistant manager of the Pacific Coast department of the house, with headquarters at Tacoma, Washington. He returned to Vancouver the following year to open and manage a British Columbia branch for Dodwell, Carlill & Co., and he still holds this position. In 1899 he organized the company with which his name is now chiefly associated, the United Canneries of British Columbia, Limited. This was composed of the following amalgamated salmon-packing companies: The Gulf of Georgia Cannery, the Scottish Canadian Cannery, and the English Bay Cannery. The Gulf of Georgia was the largest cannery in British Columbia previous to the amalgamation, but its output was only about one-third of that of the new firm, which packed 112,808 cases in 1901, or one-ninth of the total salmon pack of Canada. The carrying on of this immense business, employing 2,000 hands in the packing season, requires great executive ability, and this, as secretary-treasurer and managing director, Mr. Macrae has conspicuously shown. Mr. Macrae is a Royal Arch Mason, a member of the Vancouver Club, and a Liberal, but has never held any political office.

JOHN R. HULL, KAMLOOPS, B.C.

The name of Hull is one familiar to all who know anything of the ranching industry in the North Western Territories or in British Columbia, because men of this name have been pioneers and are now among the largest operators in this line. Mr. John R. Hull, of Kamloops, British Columbia, who with his brother, Mr. Wm. R. Hull, was one of the first in British Columbia to go into ranching on an extensive scale, is an Englishman, having been born July 14, 1855, at Manor House, Somersetshire, England, where his father, Arthur Hull, was a breeder of high-class stock. He was educated at the schools in Dorchester, Bridport. In 1873, in company with his brother William, he came to British Columbia by way of the Isthmus of Panama, and began to work for his uncle, William J. Roper, of Kamloops, who was engaged in the livestock and dead meat trade, supplying the miners and prospectors of that district. Later his knowledge of the country was extended by a season with the Hudson's Bay Company. In 1878 the two brothers, John and William, decided to go into business on their own account, and started a horse ranch with fifty head. Ranching is now so firmly established that if, say, stock in a new ranch country were offered for sale, men would figure on it as a definite commercial proposition, but it was a different thing in 1878, when only the so-called visionaries believed in the Canadian West, when the Canadian Pacific Railway had not yet been projected, and when none but local markets had been developed. Nobody dreamed that cattle and horses could live out on the plains all winter, the possibility of shipping cattle to England seemed the talk of an enthusiast, and the man who had suggested the possibility of new markets in Alaska (for the Klondike had never been heard of) or in the Kootenay, would have been thought ready for a lunatic asylum. Nevertheless they started their fifty-horse ranch and endured the hardships of all pioneers. The first years were a struggle, but fortune at length began to favor them, and about 1883 they took their first string of



horses through the mountain passes to sell to the settlers in Alberta. The pioneer, too, has the advantage of being on the ground when anything does arise, and in 1885 something of great importance to horse-owners did occur in the shape of the Riel rebellion, when they sold all their available stock to the Canadian military authorities, and very glad the latter were to get it. That fall witnessed a new development in their business, when they secured the contract for supplying the C.P.R. construction camps with meat. This turned their attention to cattle-ranching, and several large ranches in Alberta were secured and carried on with great success until 1893, when the partnership was dissolved, William taking the eastern and John the western end. Mr. Hull has 500 horses on his ranch at Summit Lake, including pure bred Clydes, Norman-Percherons, Cleveland Bays and Thoroughbreds. He supplies horses to the British Government and to the Northwest Territories. At his home ranch at Anderson he has Large Band sheep, and cattle at Summit Lake for coast trade. Mr. Hull is interested in Kamloops real estate, coal and mineral development, and also carries on a wholesale dead-meat business, with headquarters at Kamloops.



MARTIN J. O'BRIEN, REVELSTOKE, B. C.

Among those who as young men went to the Canadian West at the time of the inrush and development of the early eighties, and have become successful in affairs, is Martin J. O'Brien, of Revelstoke, British Columbia. Born in the township of Loughboro, in the county of Frontenac, in the Province of Ontario, the son of James O'Brien, a farmer, and his wife, Mary Carey, both of Canadian birth, he was educated at the district schools and at Sydenham High School. Upon the completion of his education at the age of twenty, he in the year 1882 went to the town of Portage la Prairie in the Province of Manitoba and secured a position as bookkeeper and clerk with Messrs. Carey & Co., grocers and liquor merchants, and remained in their employ for two years laying the foundation of his knowledge of a business which he afterwards has followed successfully on his own account. Leaving the service of Messrs. Carey & Co., he took a position in the large wholesale and liquor business of the late Mr. A. McIntyre in the city of Winnipeg until the year 1886. In that year he went to Donald in the

Province of British Columbia and entered into the wholesale liquor business with Mr. Charles Fox. In the year 1888 he, with Mr. G. Milligan, bought out the interests of Mr. Fox and formed the firm of Milligan & O'Brien, which continued until 1890. For the three years following he devoted much of his time and energy as a prospector in the Slocan and South Kootenay districts of British Columbia, locating silver lead mines during the open months and securing work in the towns during the winter.

In the year 1894 he took up his residence at Vernon and began the manufacture of aerated waters under the name of the Vernon Bottling Works. In the year 1896 he opened a branch factory at Revelstoke, British Columbia, and in the year 1901 originated and incorporated the present company, the Revelstoke Wine and Spirit Co., Limited, wholesale dealers in wines, liquors and cigars and manufacturers of aerated waters, of which he is Managing Director. At the same time Mr. O'Brien is proprietor of the Vernon Sodawater Works at Vernon. This Company are agents for John Begg, of Loch-nagar, distiller of Scotch whiskeys; the Calgary Brewing & Malting Company, and the Hamilton Distillery Co., of Hamilton. The large business of the Company extends principally through the Lardeau, Trout Lake, Big Bend, Nakusp and Fish Creek mining districts of British Columbia. The Company is also the managing agent in Revelstoke for the Phoenix Fire Insurance Co., of London; the London, Liverpool, Globe and Queen Insurance Companies.

Mr. O'Brien has always been actively interested in the municipal welfare of Revelstoke, and in the year 1902 was elected Mayor of that town. He is a Liberal in Dominion politics. He married in the year 1899 Miss Charlotte Dunsmuir at Vernon, British Columbia, and is the father of three children. The success met with by the subject of this sketch is the lesson that the Canadian West teaches to the young man of business energy and ability.

JOHN STILWELL CLUTE, ROSSLAND, B. C.

The younger Provinces of the Dominion of Canada are yet old enough to produce men native-born who are already prominent in the professions and in public affairs. In the Province of British Columbia John Stilwell Clute, the Mayor of the progressive town of Rossland during 1902, is a fortunate example of the success met with by the young man of energy and ability in the Canadian West. Born in the city of New Westminster, British Columbia, on 23rd March, 1867, the son of John S. Clute, Inspector of Ports of British Columbia, he was educated at the Public, Collegiate and High Schools of his native city, and in 1885 became articled as a student-at-law to the Hon. W. Norman Bole, now a Judge, and was called to the Bar of British Columbia in 1893. For two years he was associated in partnership with H. Fiennes-Clinton, Esq., of New Westminster. In 1895, removing to Rossland, he continued the practice of his profession. At that time of rapid mineral development throughout the Kootenay district of British Columbia and the consequent phenomenal growth in wealth and population of Rossland, mining and corporation litigation became a feature of his practice, and he became prominent in legal affairs of moment throughout the great mining district of the Province from his clientele, and as solicitor for the Employers' Liability Assurance Corporation of London, England; the Canadian Birkbeck Investment and Savings Co., of Toronto, and the Colonial Investment and Loan Co., Toronto, while Mr. Clute is also a Director of the Rossland Bonanza Gold Mining and Milling Co., controlling a gold and copper-producing property near Rossland.

Taking an active interest in the municipal affairs of the town of Rossland, he was elected Alderman in 1898, and retaining the confidence of the electorate, was re-elected annually until 1901. During the years 1899-1900-1901 he served as License and Police Commissioner, and in 1901 was appointed a Justice of the Peace. In 1902 he was elected



Mayor of Rossland on the citizens' ticket, defeating the Labor candidate in a strongly contested election.

A Presbyterian in religious belief and a prominent Mason, he is a Past Master of A.F. & A.M., R.A.M., a Knight Templar of Rossland Commandery, No. 38 K.T., a Shriner of El Katif Temple, A.A.O.N.M.S. of Spokane, Washington, U.S.A., and is also a member of the Knights of Pythias, of the Independent Order of Foresters, of the Ancient Order of United Workmen, and of the Sons of St. George.

Mr. Clute was married in 1893 to Mary Louise Robertson, daughter of Rev. James Walker, of Channellkirk, near Edinburgh, Scotland. A Liberal-Conservative in Dominion politics, he possessed the independent spirit that largely pervades the West in matters provincial and municipal. A Canadian, born in Canada of Canadian parents, whose life work is in Canada, he is a fitting representative of the young men who are doing much for Canadian national life and progress in the far-flung parts of the broad Dominion.





LLOYD A. MANLY, GRAND FORKS, B. C.

A man of particular prominence in affairs in British Columbia is Lloyd A. Manly, President of the Grand Forks Board of Trade, 1901-02. The son of John Manly and his wife, Eliza M. LaBarre, of Grand Rapids, in the State of Michigan, where he was born 7th of May, 1865, he was educated at the schools of Beloit, in the State of Kansas, where his parents removed during his early childhood, and at the public schools of Grand Rapids until 1880, when he entered the mechanical and engineering department of the Union Pacific Railway Company, and at the time of his resignation from their employ was chief engineer of mines. Becoming solicitor for the advertising firm of Daily and Manly, of Chicago, he travelled in that capacity for 18 months throughout the country west of that city. Desirous of visiting his brother John A. Manly, he went to British Columbia, and located on the site of the present City of Grand Forks in 1890, and built the first store, engaged in mercantile business and erected an hotel. Selling out his established interests in 1897 he opened up a wholesale liquor business. One of the largest property owners and public spirited to a marked degree,

upon the incorporation of the City of Grand Forks in 1896 he was elected an Alderman, and in 1899 and 1900 was returned as Mayor of that city. In 1895 what was known as Ruckle's addition to the city, consisting of 70 acres, was placed on the market by Mr. Manly, and in 1896 McLaren's addition of 120 acres was also placed by him on the market. During his occupancy of the civic chair he was largely instrumental in securing the location of the Granby Consolidated Mining, Smelting, & Power Co., Limited, at Grand Forks, of which he is one of the largest shareholders in British Columbia, and also the construction of the Electric Light and Water Works systems in that city. Largely interested in coal and mineral lands in the Boundary District, his operations in connection therewith brought him closely in touch with the great world of finance to which much of his energy and business ability is devoted, and to which upon the sale of his wholesale liquor business he intends to devote his whole time. As President of the British American Trust Company, Limited, one of the youngest and most enterprising of western corporations, he finds in the supervision of its various departments ample opportunity for the exercise of the qualities which already have made him a prominent figure in the business enterprise of the West, transacting as it does a general financial and trust business, receiving accounts of individuals and corporations and lending money, buying and selling real estate and managing estates; in its brokerage department the Company is the agent for the Canadian Birkbeck Investment and Savings Company of Toronto, and deals in mining and investment stocks. In the mining department the same Company acts as agents for absentees. In the commission department it handles mine and smelter supplies, and holds the district agency of Robert Ward & Co., of Victoria and Vancouver. In the insurance department the same Company are also agents for the principal fire, life, accident, liability, guarantee and marine insurance corporations of Great Britain, the United States and Canada doing business in British Columbia. The British American Trust Company took over the assets and agencies of the Grand Forks Investment and Trust Company, Limited.

A Presbyterian in religion, Mr. Manly was married in 1892 to Jeanette L. Petrie, of Edinburgh, Scotland, and has two children.

**ALFRED CORNELIUS FLUMERFELT,
VICTORIA, B. C.**

Among that class of ambitious young Canadians who at the time of the construction of the great trans-Continental Canadian Pacific, which opened up for settlement with more than reasonable prospects of success the great Canadian West, Alfred Cornelius Flumerfelt was one among the many young business men of Eastern Canada who sought the Canadian West as the place in which to cast his lot for livelihood, fame or fortune.

Born 29th of September, 1856, at the town of Markham, Ont., the son of Mr. Geo. Flumerfelt, merchant of that place, and Cynthia Barnes, his wife—a descendant of the Van Flumerfelt family, known for their unswerving loyalty to the British Crown in the American Revolutionary War, who removed from Pennsylvania to Ontario in 1784, at almost the same time his mother's people, animated by the same principles of devotion that animated the United Empire Loyalists, had sought a home in Canadian wilds—he received his education in Markham. Entering business at fourteen, he was clerk in a boot and shoe store in his native town. In 1878, after securing a position in the boot and shoe jobbing house of Mr. William Higgins, of Cobourg, Ont., he became travelling salesman for him for one year throughout Ontario, and in 1879 was sent to the City of Winnipeg, Manitoba, to open a branch in connection therewith and further the business interests of his principal in other ways. In 1880 he became a junior partner of Mr. Higgins, but in the following year sold out his interest in the firm and opened in Winnipeg a boot and shoe jobbing house on his own account. After building up a good business, he sold out in 1883 to Messrs. Ames, Holden & Co., of Montreal, becoming a partner thereof and manager of the Manitoba business until 1886, when he went to Victoria, British Columbia, where he became manager of a branch of the firm's business until July, 1900, when he became interested in the mining development and production of the Province. How prominent a figure he is in this most important industry and in the



commercial world of the West, may be estimated from the fact that he is Assistant General Manager and a Director of the Granby Consolidated Mining, Smelting & Power Company, Limited, with headquarters and smelter at Grand Forks and at Phoenix, British Columbia, a Director of the Ames, Holden Company, Limited, Montreal, a Director of the Eastern Township Bank at Grand Forks, a Director of Redmond & Co., Limited, wholesale dealers of hats and furs of Montreal and Winnipeg; President of the Hutchison Company, Limited, retail dry goods merchants of Victoria, B.C.; President of Patterson Shoe Company, wholesale boot and shoe merchants of Victoria, B.C. As evidence of the respect and confidence of his fellows he has held the office of Member of Council, President or Vice-President of the Victoria Board of Trade for ten years, and has been Vice-President of the Union Club, the Jubilee Hospital, and Treasurer of the Protestant Orphans' Home of Victoria, and in 1901 was President of the Grand Forks Board of Trade.

An Anglican, he is a member of the Masonic Order F. & A. M., of the Union Club, Victoria, and of the Vancouver Club, Vancouver.

Married at Hamilton, Ont., to Ada Kilvingston in 1881, he has two daughters, Gertrude and Norma, who are being educated in Europe.



**SAMUEL STEWART FOWLER, E.M.,
NELSON, B.C.**

Among the leading men of the mining industry of the Province of British Columbia, and as a capitalist, manager and expert, closely allied with its progress and development, is Samuel Stewart Fowler, E.M., of the town of Nelson. The descendant of the old New England family, which came from the county of Essex, England, and settled in Vermont in 1637, he is the son of Alzo Fowler, a manufacturer of organs, and his wife, Louisa Abbott, and was born in New York City in the United States of America on the 28th of October, 1860. Attending the city schools of New York until 1875, he took a preparatory course in Columbia Grammar School, and matriculating at Columbia University, he attended lectures from 1877 to 1881, when he graduated as Bachelor of Arts. He then entered Columbia School of Mines and graduated in 1884 with the degree of E.M. In 1885 he engaged in civil engineering in New York City. From 1886 to 1888 he was Assistant Superintendent with the Iron Hill Mining and Milling Co., in the Black Hills in South Dakota in the United

States. During the years 1888-9 he was Superintendent of the International Smelting Works at El Paso in the State of Texas, and during part of the said years was engineer and assayer for the Bunker Hill and Sullivan Mining and Concentrating Co., at Wardner, Idaho. In 1889 he was occupied in inspecting and reporting on mining properties in the United States and Canada. In 1890-1892 he became Superintendent of the Golden Mining and Smelting Co., at Golden, British Columbia. In 1893 he was Deputy Commissioner and in charge of the British Columbia mineral and mining exhibit at the World's Fair in Chicago. During 1894-1895 he was engaged in reporting on mining properties in British Columbia. In 1896 he became Chief Engineer for the London & British Columbia Gold Fields Co., Limited, which was capitalized at £200,000, and in 1902 was made Manager of the same. How important this Company is in the mining developments of British Columbia, and how responsible is the position of Manager thereof, can be understood when it is known that the said Company represents the stockholders in and operated the Ymir Gold Mines, Limited, capitalized at £200,000, a producing mine of gold, silver and lead in the Nelson mining district, British Columbia; Whitewater Mines, Limited, capitalized at £125,000, a mine producing silver and lead in Slocan district; the Enterprise (British Columbia) Mines Co., Limited, capitalized at £150,000, a mine producing silver and lead in Slocan district; the Cascade Water Power and Light Co., incorporated at \$500,000, with power on the Cascade River, furnishing power and light to the towns and mining properties in the Boundary district. How considerable are the operations controlled by the London and British Columbia Gold Fields Co., Limited, may be understood, considering that over 1,100 men are employed on these various properties. Mr. Fowler is part owner of the Paradise Mines, a silver and lead property, near Windermere, Southeast Kootenay district.

Married in 1887 to Isabella, daughter of Eugene H. Fishburn, real estate broker of Chicago, Illinois, who died in 1894, he has two children. Mr. Fowler is a Mining Engineer of more than Provincial reputation, and was President of the Canadian Mining Institute in 1900.

HON. RICHARD MCBRIDE, M. P. P.,
NEW WESTMINSTER, B. C.



NOT many men have so early in life had such a wide political experience, and that of an almost uniformly successful character, as has Hon. Richard McBride, M. P. P. for Dewdney division, British Columbia. Though but thirty-two years of age, Mr. McBride has already contested four elections—winning three of them; has been a member of a Provincial Cabinet and resigned therefrom because of what he believed to

be an unwarranted change of policy, and is now the acknowledged Leader of the British Columbia Opposition. Mr. McBride was born on December 15th, 1870, in the City of New Westminster, where his father, Arthur H. McBride, who came from the north of Ireland to British Columbia in 1863, was the Governor of the jail for many years. He attended the public and high schools of New Westminster until the age of sixteen, and then entered Dalhousie University, Halifax, from which he graduated in 1890 with the degree of LL.B. Returning to British Columbia, he read Law with T. C. Atkinson and later with the Hon. Angus J. McColl, the late Chief Justice of British Columbia. He was called to the Bar in July, 1892, and began the practice of his profession as the junior member of the firm of Corbould, McColl, Wilson & Campbell, of New Westminster. In 1893 he struck

out for himself and practised alone until 1895, when he associated with him Mr. W. J. Whiteside, which firm continued until the present firm of McBride & Kennedy was formed. In 1896 he unsuccessfully contested New Westminster riding with Mr. Aulay Morrison, the sitting member. Two years later he was in the field again, this time in local politics and was elected member for Dewdney constituency as a supporter of the Government of the Hon. J. H. Turner, over Chas. H. Whetham. In 1898 he was returned for the same riding with an increased majority, with the same opponent, Mr. McBride running as a Conservative. On June 21st, 1900, he was made a member of the Provincial Government and given the Portfolio of Minister of Mines. Returning to his constituents for endorsement he was re-elected by acclamation. When Premier Dunsmuir, on September, 3rd, 1901, joined with the party of Hon. Joseph Martin, leader of the then Opposition, by inviting Mr. J. C. Brown to join the Cabinet, Mr. McBride resigned to show his disapproval of the union. He threw himself actively into the campaign against this what he believed to be unwise and unjustifiable coalition, and was largely instrumental in securing Mr. Brown's defeat at the ensuing bye-election, when the latter sought re-election after having accepted office. In September, 1901, Mr. McBride was elected President of the Liberal-Conservative Union of British Columbia, and at the opening of the Legislature in February, 1902, was elected Leader of the Opposition.





REUBEN RUPERT JAMIESON, CRANBROOK, B.C.

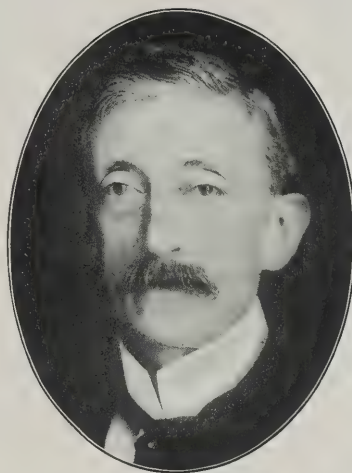
Steam and electricity have made the world small yet greater and the factors that have made it possible to dine in Toronto and a week after breakfast in St. Petersburg are some of the most potent in the civilization of the present. The world's Western hemisphere has probably been affected by the facilities of transportation more than the settled older world and the men who are leaders in the conduct of men and things in the transportation problem of North America, have more influence on the lives of more people than any other class of men in modern times. That in a practical age it should be practical men who have the control of a trade affecting the progress and development, the food supply, yes, the happiness of the whole world, is not surprising, and few of the railway men of the Continent of North America, at least, but what are practical men who have learned in the school of experience the complex question that literally moves the civilized world. Such a man is Reuben Rupert Jamieson, the subject of this sketch, who, as is remarkable in the history of railroading in America, is one of the

many prominent railroad men who began his business life as a railway telegrapher and despatcher. Born on his father's farm near Westover, in the County of Wentworth, in the Province of Ontario, on the 12th of December, 1856, the son of John Jamieson, Sr., of Irish descent, and his wife Mary Pollard, of English descent, he was educated at the District schools of his native County, and from the age of 14 at the Grammar School of Westover. At the age of 17 he attended Givens' School of Telegraphy, at Hamilton, in the Province of Ontario. In 1873 he obtained his first position as telegraph operator at the City of St. Catharines, in the Province of Ontario, on the Great Western Railway, and for about two years worked in the service of that Company at different points on the system. From 1874 to 1878 he was a telegraph operator on the Grand Trunk System. From 1878 to 1880 he was in charge of the construction of the telegraph system for the Indianapolis, Delphi and Chicago Railway Co., at Delphi, in the State of Indiana. From 1880 to 1884, he was an agent for the Credit Valley Railway Company. Upon the absorption, in 1884, of the Credit Valley Railway by the Canadian Pacific Railway Co., Mr. Jamieson was appointed train-despatcher, and in 1890 was made Assistant Superintendent. In 1891 he became Assistant Superintendent of the Ontario and Quebec Divisions of the Canadian Pacific Railway, with headquarters in the City of Toronto. In 1893 he was appointed Superintendent of Division, with headquarters at the town of Smith's Falls, which were removed to Farnham in 1896, and which position he filled until 1902 when he was appointed Superintendent of the Crow's Nest Pass Division of the Canadian Pacific Railway, with headquarters at Cranbrook, British Columbia. A Presbyterian in religion and a member of the Masonic Order F. & A. M., and also of the Independent Order of Oddfellows.

Mr. Jamieson was married in 1882 to Alice J., daughter of James Jukes, a business man of Chicago, in the United States. Of his four children, Harold, the eldest, is attending a preparatory school in Montreal.

HENRY CROFT, VICTORIA, B. C.

The mining industry of the Province of British Columbia in its remarkable development during the last twenty years has not only attracted the attention of the world, but has attracted within its borders men of capital, and at the same time men of professional attainments, who, in the development of the mineral wealth of the Province, have found ample fields for the exploitation of their skill and knowledge to not only their own advantage, but to the advantage of the industrial life of Canada. In the latter class Henry Croft, of the City of Victoria, mine owner and consulting engineer, has taken a prominent position. The descendant of a family of Anglo-Saxon blood, the descent from which can be clearly traced from the 12th century, his progenitors residing from that time until the beginning of last century in North Lancashire, England, he was born in the City of Sydney, New South Wales, Australia, on the 15th of January, 1856. Educated by private tuition and at Rugby School, England, he began the study of engineering as his intended profession in life. At the age of twenty-three he returned to New South Wales and remained there as an inspecting engineer for the Government for three years, when he came to British Columbia and purchased the lumber mills at Chemainus, and enlarged their working and producing capacity and converted them into export mills. He also followed his profession as a consulting engineer. Naturally interested in one of the great industries of the Province of British Columbia, and enterprising in his efforts, both as a mining man, an engineer, and a lumberman, he also enjoyed the confidence of his fellow-citizens, and for seven consecutive years served as a member of the Legislature of British Columbia during a period fraught with importance to the future of that Province. Selling his lumber mills at Chemainus, Mr. Croft has devoted much of his time and energies to the real estate business and to mining, and during the last few years principally to the development of mines



throughout the Province. Among other enterprises he built up the Lenora Mine, Mount Sicker, Vancouver, the best known copper-gold-silver mine on the Coast of British Columbia, the company controlling which is the owner of twelve miles of railway, at the terminus of which Crofton has been erected, the largest copper smelting plant on the Coast, with a capacity of 1200 tons a day. To the skill and enterprise of that class of Englishmen of which the subject of this sketch is a splendid representative, the mining industry of British Columbia owes much, and whether it was as a consulting engineer or an exploiting owner, or again whether he was fighting the battles of the mining interests on the floor of the Legislative Assembly of his adopted Province, Mr. Croft has not only been a gentleman whose skill made him cognizant of the great natural wealth of the Pacific Province, but also one whose common sense and sense of justice made him anxious to protect those interests and the men whose capital and labor were involved in them.

A member of the Church of England, and a member of the Masonic Order, he married on the 1st of July, 1885, at Victoria, British Columbia, Mary Jean, daughter of the late Hon. Robert Dunsmuir.

ROBERT KELLY, VANCOUVER, B. C.

MERCHANT of wide interests in the Province of British Columbia, is Mr. Robert Kelly, of Vancouver, who is engaged in at least two of the most important industries of the Coast, tea importing and salmon packing. He was born at Russell, in the Province of Ontario, on August 15th, 1862, where his father, James Kelly, a native of Ireland, was engaged in business; his mother's maiden name was Miss Sarah Mills and she was

a native of the United States. He attended the public schools of Russell, Ont., until the age of fifteen, when deciding to adopt a business career, he secured a place in the general store of Wm. Petrie & Co. of that town. His wages were \$6 per month and he first worked as errand boy after which he was advanced to the post of clerk. In all he remained at the store in Russell for a period of seven years, and with a desire to increase his usefulness, learned the art of telegraph operator, there being an instrument and branch telegraph agency in the store. At the age of twenty-two he was made manager of a branch store and telegraph office at South Finch, Ont., for his employers, Wm. Petrie & Co., and remained in this position until 1888. Having reached the age of twenty-six he decided that it was high time that he started in business for himself and went West. Arriving at Vancouver he looked about for a suitable opening, but finding none equal to his expectations, he went to California and accepted a position as manager of a general store and telegraph office in the town of McPherson in that State. Returning to Vancouver a year later

he opened a general store under the firm name of Kelly & McMillan. He sold out, however, in the same year, and engaged with Oppenheimer Bros., wholesale grocers of Vancouver.

From 1889 until 1896 he was travelling representative for this firm, covering all points in British Columbia and adjacent sections of the Northwest Territories. In this way he obtained an intimate knowledge of the commercial possibility of the country and in 1896, in company with Mr. F. R. Douglas, he organized the present firm of Kelly, Douglas & Co., wholesale grocers and tea importers. Of this firm he is President and Managing Director, and employs five travelling agents covering all parts of British Columbia, the Yukon territory and the west sections of the Northwest Territories. He is also Vice-President of the firm of Wm. Hickey & Co., Limited, salmon packers, operating a cannery at Smith's Inlet, B.C., and in 1901 a new and enlarged plant was built by this firm.

Mr. Kelly is a staunch Liberal in politics, and has been actively identified with all the labors of the party in the Province of British Columbia. During the general elections for the House of Commons in 1900 he acted as representative and treasurer for the Liberal party in British Columbia and is at present Treasurer and Honorary President of the Vancouver Liberal Association. Mr. Kelly is also a prominent member of the Vancouver, Terminal City, and Western Clubs, and an active participant in the proceedings of the Vancouver Board of Trade.

He married in 1892 Miss Lillian Craig, a daughter of Mr. Alexander Craig, of Russell, Ont., and has two children. In religion he is a member of the Church of England.

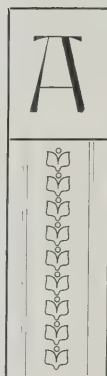
MARSHALL P. GORDON, KAMLOOPS, B. C.

In the development of the Western half of the Dominion of Canada much of the progress of that development is due to the leading men of the various towns and settlements scattered throughout its broad expanse, who, thoroughly imbued with a belief in the future of the West devoted their lives to not only the up-building of their own private fortunes, but have also been factors of consequence in the general prosperity of the town, settlement or district in which they have cast their lot. Among these pioneers of Western commercial development Marshall P. Gordon, of Kamloops, in the Province of British Columbia, is a prominent example. Born in the town of Goderich, in the Province of Ontario, on the 22nd of June, 1862, he is the son of Daniel Gordon, a native of Scotland, who was a manufacturer of furniture in the town of Goderich, and Eliza Pollock, his wife, a native of Ireland. Educated at the Public schools of his native town until the age of seventeen, he then entered his father's factory and thoroughly learned the trade of cabinetmaker. In the year 1883 he went to the City of Winnipeg, in the Province of Manitoba, where he worked at his trade for a time, but in the same year removed to the City of Victoria, British Columbia, where he worked at his trade in the employ of Jacob Sehl. In the year 1884 he started business on his own account at Kamloops, British Columbia, two years prior to the completion of the railroad to that town. In those days the subject of this sketch either manufactured furniture with available material at hand, or imported it by wagon over the mountains from the Pacific Coast and from these primitive beginnings succeeded in making the business which he has so successfully controlled until the present time. Although engaged in the extensive manufacture and importation of furniture and house furnishings, Mr. Gordon is also a Director, Secretary, and Treasurer of the Inland Cigar Manufacturing Co., which employs 25 people, a Director of the Kamloops Drug Co., having a retail store in Kamloops, and a Director of the Inland Agricultural Association of British Columbia having exhibi-



tion grounds and track at Kamloops. Mr. Gordon was elected and served as Mayor of Kamloops for the years 1887 and 1888, and served five years in the Town Council as Alderman. In the years 1901-1902 he was elected Mayor again. As Mayor he was identified with the enlargement and extension of the water and electric light plant of the town.

A Liberal in politics and a member of the British Columbia Liberal Association, he was one of the founders of the Kamloops Liberal Association, and the Young Men's Liberal Association of the same place. A member of the I.O.O.F. and a Knight of Pythias, he married in 1885, Emma J., daughter of Ralph Borthwick, at Victoria, British Columbia, and has a family of three children. Mr. Gordon is an extensive owner of real estate in and about the town site of Kamloops, and is actively identified with several mining properties, some of which are in process of development throughout the Province of British Columbia, and in all matters affecting the municipal and commercial welfare of Kamloops is an active and leading participant personally and financially.

S. BONNELL, M.D., FERNIE, B.C.

AMONG the young professional men of Canada who at an early period of their lives have taken a prominent position in the rapidly developing parts of the Dominion, and are material factors in the social progress of the West, is Saul Bonnell, M.D., C.M., surgeon and physician for the Crow's Nest Pass Coal Company, Fernie, B.C. A native of the Island of Newfoundland, he was born near Petits on the 29th December, 1871, of English parentage, his father, Saul Bonnell, being a sailing master from Atlantic ports, whose wife was Mary Scott, the mother of the subject of this sketch. At the age of two years his parents removed to the City of Halifax, in the Province of Nova Scotia and in the Dominion of Canada. Educated at the public and high schools of that city until the age of sixteen, he became a student at Mount Allison Academy, a school distinguished throughout the Maritime Provinces of Canada, and after taking a two years' preparation course, matriculated at Mount Allison University, at Sackville, New Brunswick, where he graduated in 1892. He then began the medical course of McGill University, Montreal, and graduated with the degree of M.D. and C.M. in 1896. Returning to the home of his boyhood, Halifax, he was assistant surgeon in the Royal Victoria Hospital for ten months, where he had every facility for the study and practice so advantageous to the young practitioner at the outset of his professional life, and he then removed to Bridgewater, N.S., where he purchased the practice of a retiring practitioner. In 1898 he sold his practice in

Bridgewater and entered into an engagement with the Canadian Pacific Railway Company, in the construction department, then actively operating in the Crow's Nest Pass District in the Rocky Mountains, with headquarters and hospital at Coal Creek, British Columbia. In May, 1898, Dr. Bonnell was appointed surgeon for the Crow's Nest Pass Coal Company, and under his general supervision the Fernie General Hospital was established, of which he became Medical Superintendent. The responsibilities and amount of professional work entailed upon Dr. Bonnell can be understood from the fact that he is physician and surgeon for the Crow's Nest Pass Coal Company, which covers the districts of Fernie and Michel, which necessitates the medical supervision and care of three thousand people, with three assistant surgeons, the maintenance and conduct of a branch and hospital at Michel, British Columbia. In addition to his onerous duties in connection with the Crow's Nest Pass Coal Company, Dr. Bonnell is surgeon and physician for the construction department of the Great Northern Railway Company, having over two thousand men in this connection under his charge, with two assistant surgeons and an hospital at Elko, British Columbia. Dr. Bonnell is also Health Officer for the Government of British Columbia in the south-east mining district of that Province.

Married in 1899, at the City of St. John, N.B., to Maud E., daughter of Rev. H. A. McKeown, a Methodist clergyman, he has one child. A member of the Dominion Medical Association, and the Medical Association of British Columbia, Dr. Bonnell is also connected with the Masonic body A. F. & A. M., R. A. M., and also a member of the Independent Order of Foresters.

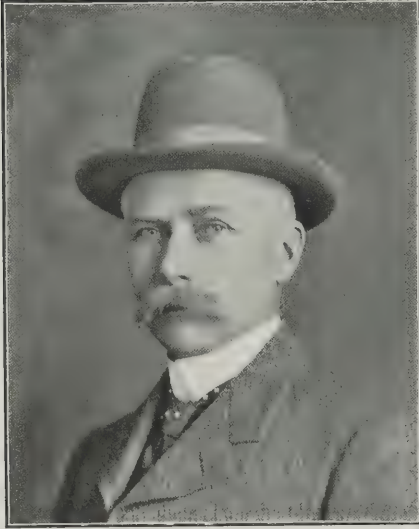
**HON. JAMES DUNSMUIR, M. P. P.,
VICTORIA, B. C.**

Perhaps the most noted public man of the Pacific Coast is Hon. James Dunsmuir, of Victoria, Premier of the Province of British Columbia, and President of the Executive Council of the Ministry. Hon. Mr. Dunsmuir was born at Vancouver, in the Territory of Washington, U.S.A., while his parents were on their way to settle in British Columbia, on July 8th, 1851. He was the eldest son of the late Hon. Robert Dunsmuir and Joan Olive Dunsmuir, his wife, both of whom were natives of Scotland. Hon. Robert Dunsmuir crossed the ocean in 1850 to settle on this continent and finally located on Vancouver Island. For years he was known as the "Grand Old Man" of British Columbia, on account of his having been the first to develop the vast coal fields, which form such an immense natural resource for the people of Vancouver Island, and also because of his untiring services in promoting the interests of the Province, not only in Eastern Canada, but in England as well. The subject of the present sketch attended the public schools of Nanaimo, B.C., and Dundas, Ont., and later took a course at the Military School in Blackburg, Virginia, U.S.A. At the age of 17, with a view to mastering practically all the details of the coal-mining industry, successfully launched by his father, he began the trade of a machinist and worked in the several departments of the extensive mining operations above and below ground in Nanaimo. He thus became a master of every detail of the industry, and is accounted everywhere as one of the most thoroughly practical men in the trade. In 1893 he visited the great coal fields of the State of Pennsylvania and made a close study of every phase of the conditions there, with a view to still further perfecting his knowledge of the subject. The business interests which he controls are necessarily very large indeed. He is President and chief stockholder of the Wellington Colliery Co., whose head offices are at Victoria, B.C., one of the largest colliery concerns in Canada, owning and operating the coal mines of Wellington, Comox and Alexandria on the Island of Vancouver. In these operations upwards of 3,500 men are employed both in the coal mines and on the railways tributary thereto. The output of these mines reached 728,000 tons in the year 1901. Mr. Dunsmuir is also the President and chief stockholder of the Esquimalt and Nanaimo Railway, a standard gauge road operating between the city of Victoria and the town of Wellington,



and having a mileage of 78 miles, exclusive of sidings and spurs. The Esquimalt and Nanaimo Railway Company owns a large grant of mineral, timber and farm lands on Vancouver Island. Mr. Dunsmuir is the promoter of a projected railway to extend to the north end of Vancouver Island, and is largely interested in metalliferous mines, apart altogether from his coal-mining properties. He is part owner of the town site of Ladysmith, which was founded in 1900 and is the shipping port for Alexandria and Wellington coal, and the location of smelting and manufacturing plants. He is also largely interested in the towns of Cumberland and Newcastle, in addition to his heavy stake in the prosperity of Nanaimo.

In politics Mr. Dunsmuir is identified with the Conservative party. He was first elected to the Legislature of British Columbia from the Comox district in 1898, and in 1900 was returned for South Nanaimo. Upon the defeat and resignation of the Martin Ministry in June, 1900, he was called upon to form a Government by the then Lieutenant-Governor, Hon. Mr. McInnes. This he was successful in doing. In 1876 Mr. Dunsmuir married Miss Laura Miller Suoles, daughter of Mr. W. B. Suoles, a plantation owner in North Carolina, and has nine children. His eldest son, Robert William Dunsmuir, is Director and Treasurer of the Wellington Colliery Company. James, jr., another son, is still at school.



WILLIAM HUNTER, SILVERTON, B. C.

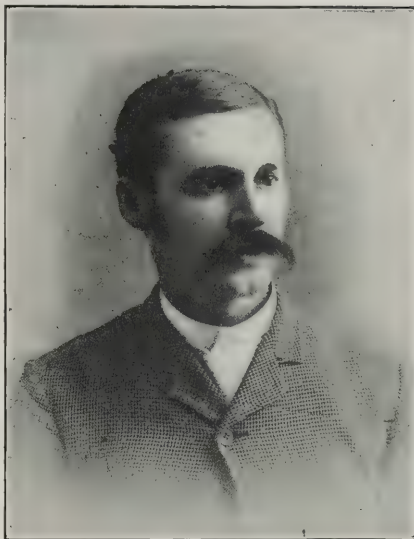
In the commercial life of the rapidly developing Province of British Columbia, William Hunter, of Silverton, is a prominent personality. Born on the 26th of September, 1858, in Hemmingford County, in the Province of Quebec, the son of William Hunter, a native of Scotland, and Jannet Mackie, of Scottish descent, he is one of the numerous examples of the success attained in life by the man whose birth-place was the farm. When a boy, his parents removed to a farm in Dundas, in Kings County, Prince Edward Island, where his father conducted farming operations and was the proprietor of a saw and shingle mill. After attending the district school until the age of fifteen, he worked at farming and the lumber business until 1882, when he went to the United States and worked at the lumber business in the State of Wisconsin. In 1884 he returned to Canada and worked on the construction of the Canadian Pacific in the mountains until the end of 1887, when he went to Washington Territory and followed railway bridge work until 1889. Returning to Canada he worked on the construction of gold mills,

near Nelson, and in 1890 built a hotel which he sold in 1891. Going to New Denver the same year he opened a general store. In 1892, in connection with the Slocan Trading and Navigation Company of which he was General Manager, built the first steamboat, "The Hunter," on Slocan Lake. An idea of the primitive conditions under which ship-building was conducted in those days in British Columbia, and the different obstacles to be overcome, can be had when it is known that the lumber had to be whip-sawed, and the machinery packed to the shipyard from the railway on the backs of horses. After operating the boat successfully until 1897, he sold it to the Canadian Pacific Railway. Having sold the mercantile business in New Denver, he opened a general merchandise business in Silverton, British Columbia, in 1893, and for six years operated branch stores at Sandon, Three Forks, and Alamo, in the same Province, the wholesale department of his extensive and wide-spread business being located in Nelson, B.C., since 1900. But Mr. Hunter has not limited his interests to general mercantile business alone, but has taken an early and material part in the development of the mineral resources of the Province. He set up and started the first mining machinery in the Nelson district and was at one time part owner of the town of Silverton. Mr. Hunter has a number of mining interests throughout the Province, particularly in the Slocan Mining Division. As President and General Manager of the William Hunter Company, Limited, importers, wholesale and retail merchants, with head office at Silverton, and branches established at Nelson, Phoenix and Alamo, and Managing Director of the Silverton Water and Light Co., Ltd., of Silverton, he is one of the most fully employed business men in the strenuous life of the West.

A Liberal Conservative in Dominion politics, an A. F. & A. M. Masonic Order, he married in New Westminster, British Columbia, Maggie Parsons, daughter of Mr. Robert Parsons, in 1902.

JOHN BINNS JOHNSON, ROSSLAND, B. C.

Prominent in the financial and business world of British Columbia, and one of the most progressive citizens of the young and growing City of Rossland, John Binns Johnson is a typical representative of the class of enterprising Canadians which has done and is doing much for the advancement of the Pacific Province. Born in the City of London, in the Province of Ontario, on the 28th of July, 1862, the son of Joseph Johnson, a native of Canada, a farmer, and Agnes Campbell, his wife, he was educated at the public schools of his native city until the age of 19. Going to Chicago in the United States, he became a clerk in the shipping office of Bruce Roberts, vessel agents and brokers. Remaining with the firm until 1883 he returned to his native city and engaged in clerical work until 1885, when he removed to the City of Victoria, British Columbia. Shortly after his arrival he opened a mercantile business at Nanaimo, B.C., which he continued until 1888. Selling out in that year he removed to Seattle, Washington Territory, in the United States, and opened a real estate office, which he conducted until 1890, when he returned to British Columbia and engaged again in mercantile business in New Westminster until 1895, when he removed to Rossland and opened a real estate office under the firm name of Patterson & Johnson. In 1896 he purchased his partner's interests in the business, which he has conducted on his own account ever since. Successful in a great measure in his business he has been for the last four years manager of the original Rossland town-site property, and has been one of the most prominent financial and real estate agents in the Province of British Columbia. The firm of J. B. Johnson & Co., of which he is head, are Accountants, Real Estate and Mining Brokers, General and Insurance Agents, and represent the following reliable companies: Norwich Ins. Co., of London, Eng.; Phoenix Ins. Co., of Hartford, Conn.; National Ins. Co., of Ireland; Western Assurance of Toronto; North American Life Assurance Co.; Reliance Loan & Savings Co., Ontario, and representing as agents many Montreal, Toron-



to, London, England, and Spokane, Washington Territory, U.S.A., capitalists. Of repute as a financier and a business man enjoying the confidence of the business community in whose midst he has conducted his large business, he was elected President of the Rossland Board of Trade in 1901, and re-elected to the same important position in 1902.

A Presbyterian in religion, he is a Liberal-Conservative in politics, and is actively interested in the public affairs of the Dominion, the Province and the municipality of Rossland, and served as an Alderman of the City Council of Rossland for the year 1897.

Mr. Johnson was married at Belmont, in the Province of Ontario, in 1889, to Bertha, daughter of William Moore. Conspicuous in affairs of moment to the citizens of Rossland, a gentleman of untiring energy, and enjoying the confidence of the business community, Mr. Johnson has been a considerable factor in the rapid advancement of the City of Rossland and its Municipal development. Public-spirited, easy of access and deeply concerned in the various schemes tending to the benefit of his adopted home in the West he, although comparatively young in years, is already a force in the Province of British Columbia.



HON. AMÉDÉE EMMANUEL FORGET
REGINA, N. W. T.

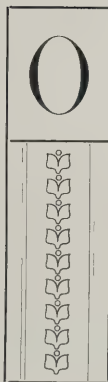
Unique in the history of Canada as the appointment of a gentleman from the Civil Service to the high position of Lieutenant-Governor was, and almost unprecedented as the passing over of active politicians in the selection of Amédée Emmanuel Forget to an office usually looked upon as the culminating reward of statesmen distinguished particularly in party warfare; still the demands of Western Canada required that the personality of the appointee justified his selection as the Lieutenant-Governor of the Northwest Territories and shows the patriotic desire of the Dominion Government to consider the welfare of the great Canadian West and to recognize the ability of a brilliant and faithful public servant thoroughly conversant with conditions governing a new and growing country.

The son of the late Jérémie Forget, and his wife, Marie Quenette, the subject of this sketch was born at Marieville, in the Province of Quebec, on the 12th of November, 1847, and was educated at the College of Marieville. After the necessary course of study of Law he was called to the Quebec Bar in 1871. In the early seventies the organization of the Governments of Manitoba and the Northwest Territories was taking place, and Mr. Forget, upon

the formation of a distinct Government for the Northwest Territories in October, 1876, was appointed Clerk of the Council and Private Secretary to the Lieutenant-Governor, Hon. Mr. Laird, whom he accompanied to the capital of the newly organized Territories at Battleford, on the North Saskatchewan River. Upon the re-organization of the Government of the Northwest Territories with extended powers, Mr. Forget became Clerk of the Legislative Assembly at Regina, the new capital of the Northwest Territories. In the spring, 1885, Mr. Forget, with the late Roger Goulet, of Manitoba, and Honorable Judge Street, of Toronto, as chairman, were appointed a commission for the settlement of the Northwest half-breed claims to land. The commission had its first sitting in the Indian Industrial School at Fort Qu'Appelle, and did not close its labors in the fall of that year until it had visited every point in the Territories where half-breeds were to be found. Acquiring a thorough knowledge of the conditions governing the Canadian Northwest, he was considered the most capable appointee for the responsible position of Assistant Commissioner of Indian Affairs for Manitoba and the Northwest Territories, and on August 3rd, 1888, was so gazetted. In 1893 he became a member of the Council of Public Instruction for the Northwest Territories, and in September, 1895, was appointed Indian Commissioner. The comparative immunity from Indian troubles in the history of the settlement of the Canadian West is due to a considerable extent to the consummate tact and knowledge of the present Lieutenant-Governor, and of those who preceded him in the responsible position as official guardians of these wards of the nation, not alone to his knowledge of the Indian character obtained through years of contact with them, and a thorough acquaintance with the peculiarities of a newly settled country, but to the spirit of fairness and kindly consideration shown by him and insisted on in his subordinates toward the Nomad of the plains, who was confronted with an inrush of a life and circumstances impossible for him to withstand. His appointment as Lieutenant-Governor of the Northwest Territories on October 4th, 1898, was not only an acknowledgment of his fitness for that dignified and important position and a reward for conscientious service, but also a recognition of the rapidly-growing importance of the Territories in the appointment of one of the best informed men in Canada on Constitutional procedure and political questions to the highest office in their Government.

His Honour is a Roman Catholic in religion. He is married to Henriette Drolet.

HON. FREDERICK W. G. HAULTAIN
REGINA, N. W. T.



OF the young Canadians who, upon the sudden development of the great Canadian West, consequent upon the construction of the Canadian Pacific Railway, went West to seek fame and fortune, no more fortunate example could be given than the Hon. Frederick William Gordon Haultain, now Premier of the Government of the Northwest Territories. The second son of the late Lieut.-Colonel F. W. Haultain, an officer in the Royal

Artillery, who upon his retirement from the army came to Canada and made his home in the town of Peterborough, in the Province of Ontario, in 1860 and subsequently was the Liberal member of the Ontario Legislature for the County of Peterborough, he was born at Woolwich, England, on the 25th of November, 1857. Educated at the Montreal High School and at Peterborough Collegiate Institute, he matriculated at Toronto University, where he graduated with the degree of B.A. and first class honors in classics in 1879. After following the study of the law for three years, when he was called to the Ontario Bar in 1882, he, believing in the development and future greatness of the West, went to the Northwest Territories in 1884. Admitted to the Western Bar as an Advocate he was for a time Crown Prosecutor at Fort McLeod in the District of Alberta. Successful in his practice he was elected a Vice-President of the Canadian Bar Association in 1896. Strongly urged by the people of the McLeod District, and yielding to a natural inclination for politics, he was elected a member of the old Northwest

Council in 1887. In 1888 he was elected for McLeod to the first Legislative Assembly, by acclamation, for which constituency he has continued to be the representative in the Assembly to the present time. In November, 1888, he was appointed a member of the Advisory Council of the Northwest Territories and continued to hold office to October, 1889. Mr. Haultain early took a prominent position in the debates and counsels of that deliberative body and was a member of the first Executive Committee from December, 1891, to August, 1892. In December, 1892, he was given the task of forming a new Executive Committee, and at the subsequent general elections in October, 1894, his administration was heartily supported by the electorate of the country. In 1897, under the provisions of the new Act affecting Northwest legislation, he became Territorial Premier.

In the general election of 1902, the Government of which he was Premier was again supported by a large majority of the electors of the Territories and the supporters of his policy greatly increased in the Assembly.

A member of the Church of England, in politics he is a Liberal-Conservative and is Vice-President of the Liberal Conservative Association of the Northwest Territories. Unmarried, Hon. Mr. Haultain, although a practising barrister and the leading spirit in a large law practice, still largely devotes his time to executive and administrative affairs necessary in his position as the First Minister of the Crown in the Government of a country where the conditions that arise are somewhat necessarily experimental in a widely scattered country, with diverse conditions and incoming settlers of different nationalities.

That Provincial autonomy has been a success in the West is due to our institutions and the Territorial Premier.



HON. SENATOR PERLEY, WOLSELEY, N.W.T.

The name Perley is of Welsh origin, and first appears in the Welsh form of apPerley, or Apperley. The progenitor of the Canadian family was Allen apPerley, of whom it is recorded that he arrived in Ipswich, Massachusetts, from Wales on July 12th, 1630. One of his descendants, Israel Perley (the prefix ap having been dropped) came to New Brunswick in 1876 before the Loyalists after the close of the American War of Revolution. This was the Loyalist grandfather of Hon. William E. Perley, of New Brunswick, and greatgrandfather of Hon. Wm. Dell Perley, of Wolseley, Senator for Assiniboia in the Dominion Parliament. Hon. William E. Perley was for forty-four years a member of the New Brunswick Legislature, and for a part of that time a member of the Provincial Cabinet. Under these circumstances it is not to be wondered that his son early entered public life, and has risen to a distinguished place in the Councils of the nation. The son, the subject of this sketch, was born at Gladstone, Sunbury County, New Brunswick, on Feb. 6th, 1838. He attended the common schools at Blissville, N.B., until 14, then the Sackville Academy at

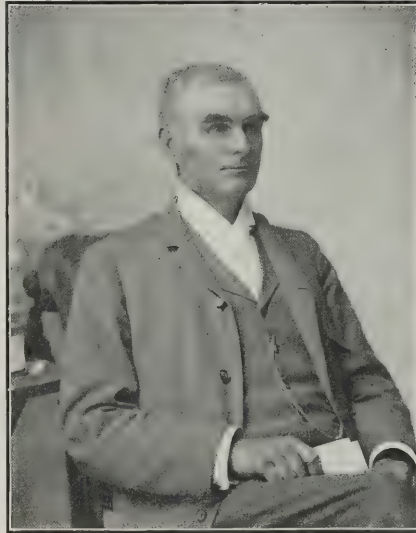
Sackville, N.B., finishing his course at the Baptist Seminary at Fredericton.

He began life as a lumberman in company with his father, who had mills and limits on the Oromocto River. At the age of 23 he began business for himself as a lumberman and farmer at Maugerville, N.B. He continued to carry these operations on until 1882, when the great Western movement occurred upon the opening of the Northwest, and then he gave up the farm to his father and went to Manitoba. The summer of 1882 he worked with a surveying party, and in the following fall, October, he located a half section of land near Wolseley. His first location proved of alkaline formation, and he had to re-locate about three miles away, since which time he has bought and added to his original half section until he now owns and operates a farm of 5,000 acres. Senator Perley is one of the largest grain growers and cattle raisers of Eastern Assiniboia, and as one of the results of his herd has a large creamery which supplies the C.P.R. dining cars with high-class products. Senator Perley has done a good turn not only for the individual, but for the country, in training a large number of young Canadians and Englishmen to be practical farmers, some of whom are now successfully carrying on farming operations in this district. He has always taken an active part in public affairs, and was for seven years a member of the Municipal Council of Maugerville, and in 1878 was the Conservative candidate for Sunbury, in which contest he only missed being elected by the narrow minority of 41 votes. He was again unsuccessful in the general election of 1882. In 1884 he helped to organize and became Chairman of the Municipality of Wolseley, and in the following year stood for the constituency of Qu'Appelle in the Legislative Assembly of the Territories, and received all the votes cast but one in the Wolseley polling division. Senator Perley was chosen Chairman of the Territorial Assembly Committee which went to Ottawa and secured representation for the Territories in the House of Commons. He resigned from the local Assembly to contest East Assiniboia for the Dominion Parliament, and was elected by the handsome majority of 726. He was called to the Senate August 3rd, 1888, by Sir John A. Macdonald, and has since very actively represented the West in the Upper House.

Senator Perley was married in 1860 to Miss Phoebe A. Slipp, of Hampstead, N.B., and has two sons and two daughters, who are married and living at Wolseley. In religious belief he is a Methodist.

ANGUS MACKAY, INDIAN HEAD, N. W. T.

Among the leading men of Canada's leading industry by which the Dominion has largely obtained its present prosperity, and will acquire much of its future greatness, is Angus Mackay, Superintendent of the Experimental Farm for the Northwest Territories of Canada, at Indian Head, in the district of Assiniboia. Born on the 3rd day of January, 1840, in the town of Pickering, in the county of Ontario, in the Province of Ontario, he is a son of Donald Mackay, a native of Caithness-shire, Scotland, and Margaret Broadfoot of Dumfriesshire, Scotland, who settled in Pickering, Ont. Educated at the schools of his native town and at the Whitby Grammar School, upon the death of his father, young man though he was, he managed and worked the family homestead until 1882, when he determined to seek the Western plains of Canada, to pursue his life work of farming. Quick to realize the boundless opportunities offered by the virgin soil of the West to the skilled and industrious agriculturist, he, with three other farmers from the same part of Ontario, purchased four sections of land of 640 acres each and proceeded in that career of intelligent industry which has placed him in control of one of the most important institutions in a country the magnitude of whose agricultural possibilities are only now beginning to be understood. Industrious Mr. Mackay devoted his practical knowledge to his farm on the Western plains and three years after his arrival had 500 acres planted in wheat. Continuing and extending his farming operations, he became one of the most successful farmers in the West, and in 1887 was offered by the Dominion Government the important and responsible position of Superintendent of the Experimental Farm to be established at Indian Head for the Northwest Territories. Accepting this position, under his supervision the farm was soon prepared to be of material assistance in determining in that new country what grains could be most successfully grown and when was the most seasonable time to plant them, and also situated in the centre of the grain belt of the



Northwest Territories, what kinds of grasses, vegetables, and trees were best adapted to the country. Much of the success that has made Eastern Assiniboia one of the most profitable of wheat-growing districts in the world, has been due to the efforts and experiments on the Experimental Farm conducted by Mr. Mackay. Beyond his position as Superintendent of a national institution Mr. Mackay is also actively interested in the progress and development of agricultural interests generally throughout the district, and is a Director of the Agricultural Society of Central Assiniboia and a Director of the Canadian Shorthorn Cattle Association.

Married in 1874 to Elizabeth, daughter of Dr. R. J. Gunn, of Whitby, Ontario, he has four children, Donald Gunn Mackay, accountant of Experimental Farm, Indian Head; Robert John, hardware merchant, Virden, Manitoba, and Edith and Agnes, residing with their father.

A member of the Presbyterian Church and of the Ancient Order of United Workmen, Mr. Mackay is besides his influential position, a man of consequence in the fast-growing life of the great Canadian West.



**DR. WILLIAM ELLIOTT, M. L. A.,
WOLSELEY, N. W. T.**

Among the professional men of the great Canadian West who have to a great extent made their impress on the life and progress of the people who are scattered throughout the great plains from the Red River to the Rocky Mountains, is Dr. William Elliott, of the town of Wolseley, in the district of Assiniboia, in the Northwest Territories of Canada. The son of James Elliott and his wife, Eleanor Durnin, both of whom came to Canada from their birthplace near the historic town of Enniskillen, Ireland, in the year 1844, he was born in 1863. The father bought a farm, the birthplace of the subject of this sketch, near the town of Mitchell, Ontario, and successfully engaged in agriculture until his death in 1888. Educated at the district schools in the neighborhood of his father's homestead, from 1870 to 1876 he became a student at the Mitchell High School, where he remained for two years, and successfully passed the statutory examinations necessary for a teacher's second-class certificate in the year 1878 at the early age of fifteen. Not being old enough under the regulations governing the status of teachers in the Province

of Ontario, although he had passed the examinations necessary, he worked on his father's farm and in the woods for a couple of years. In the year 1881 he attended the Stratford Model School, and succeeded in obtaining a license to teach in the Public Schools of Ontario, and accordingly taught in No. 2 Logan School, and in the Shurod school until the year 1885, when he went to the City of Toronto and attended lectures at the Normal School, and upon his graduation passed his examinations with first-class honours. Returning to his native county he taught the Bushfield school, five miles from the town of Mitchell. After four years incumbency of that position he resigned, and entered upon the study of medicine at Toronto Medical School, graduating at the Toronto University in the year 1893, and winning the silver medal, and subsequently passing the examination and obtaining the License of the Ontario College of Physicians and Surgeons. After taking temporary charge of a practice in Mitchell for a short time he went to Wolseley, in the District of Assiniboia, where he has since remained, and succeeded in obtaining one of the largest medical practices, and has been appointed Examiner in Chemistry for the Northwest Territories in the Canadian West. In 1894 he became a Licentiate of the College of Physicians and Surgeons of the Province of Manitoba.

In 1898 he was elected as an Independent supporter of the Haultain Government in the Legislative Assembly of the Northwest Territories for the electoral district of Wolseley. As a member of the Northwest Assembly he is Chairman of the Public Accounts Committee, and a member of the Committees on Agriculture, Municipal Law and Education. In Dominion politics he is a Liberal-Conservative.

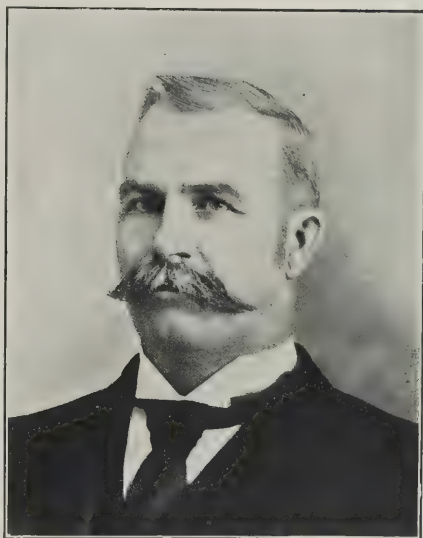
In 1896 Dr. Elliott was married to Jennie, daughter of the late William Carter, of the Town of Mitchell, Ontario.

Dr. Elliott is a member of the Masonic Lodge A. F. & A. M., the Independent Order of Foresters, the Independent Order of Odd-fellows, the Ancient Order of United Workmen, and the Orange Order.

Dr. Elliott at the general election of 1902 was opposed by Mr. M. Snow, a prominent and successful farmer, whom he defeated by 308 majority.

G. W. BROWN, M. L. A., REGINA, N. W. T.

Of the men prominent in the development of the great Northwest Territories of Canada, none is more active than Mr. George William Brown, of Regina, a member of the Legislative Assembly of the Territories, and one of the firm of Mackenzie & Brown, barristers. Mr. Brown is still a young man, having been born in the township of Holstein, Grey County, Ontario, on May 30th, 1860, the son of Mr. Thomas Brown, a farmer, and for forty years Treasurer of the township above mentioned, and of his wife Hannah Acheson, a native of Ireland. The subject of this sketch attended the public and district schools in Holstein until seventeen years of age, and later spent a year at Mount Forest High School. He then attended Brantford Collegiate Institute for two years, after which he entered the University of Toronto. In 1882, while at the University, his health broke down, over-study having brought on an attack of nervous prostration, and he was obliged to give up his studies altogether. Seeking recuperation he went to the Northwest Territories, and for five months travelled with an ox-team from Brandon to Regina. This trip, with the bracing air of a Manitoba summer, completely restored his health, so he decided to make the Northwest his home. He located and purchased a farm which he worked for seven years, after which time he decided to resume his studies with a view to entering the legal profession. He entered the office of Mr. James Secord, barrister, of Regina, as a student, and later was with the firm of Scott & Hamilton. He was called to the Bar at Regina, which is the capital of the Northwest Territories, in 1892, ten years after his coming to the new country of the West. He then became associated with Mr. Norman Mackenzie, and the firm of Mackenzie & Brown, which continues to-day, was formed. In the heart of the great wheat country he has built up a large commercial practice, and is solicitor for the Union Bank of Canada in the Regina District, of the Globe Savings & Loan Co., the Massey-Harris Co. of Toronto, the McCormick Machine Co., of Chicago, the J. I. Case Company of Racine, Wisconsin, and other large firms doing business in the West. At the same time he has maintained his interest



in agricultural affairs. He owns over ten thousand acres of land of which fourteen hundred are under cultivation, and with his brother, James W. Brown, is engaged in ranching in the Qu'Appelle Valley, where many head of horses and cattle are raised by them annually. He was a representative from the Northwest Territories at the Farmers' National Congress at Chicago in 1887, and he was President of the Assiniboia Agricultural Association for three years. Mr. Brown also represents American and Canadian investors in the Territories, especially in the purchase of farm lands, he in 1901 selecting and purchasing for United States investors 30,000 acres of land in the Regina district. He is a large shareholder in the Condie Farmers' Elevator. Mr. Brown naturally takes an interest in public affairs, and for nine years has sat on the Board of Education at Regina. Until 1900 he was a member of the Conservative party, but in the Legislature at present he supports the Haultain Government. In 1888 he was an unsuccessful candidate for the Northwest Council, but in 1894 was returned to the Legislature from the Regina district, and was re-elected in 1898. In 1895 Mr. Brown married Miss Anna Gardner Barr, a daughter of Mr. James Barr, of Norwich, Ontario, for over fifty years Division Court Clerk. He has two children. Mr. Brown is a Methodist in religion and a member of the A. O. U. W.



**WILLIAM THOMAS FINLAY, M. L. A.,
MEDICINE HAT, N. W. T.**

William Thomas Finlay, M.L.A., Mayor of Medicine Hat, lumber dealer, and treasurer of the Medicine Hat Ranching Co., was born on July 13th, 1854, at the town of Lisburn, County Antrim, Ireland, where his father, John Finlay, was a hardware and seed merchant. He attended a private school in Lisburn, conducted by the Rev. Wm. White until he was eighteen years old, when he was apprenticed to John Lytle & Sons, wholesale grocers and seed merchants, Belfast. He served his apprenticeship of five years, and continued with the firm for a year longer.

From Belfast he went to Coleraine to the firm of D. & R. Taylor, wholesale grocers and seed merchants, with whom he remained till 1878. In that year he decided to try his fortune in the Western world, and came to Montreal, where he secured a position as cashier with Mullarky & Co., boot and shoe manufacturers, remaining in Montreal till 1880. Toronto was the next stopping place in his Western progress, where for two years he worked in the office of McKillop & Sprague, mercantile rating agency. Still pressing westward he became, in 1882, financial manager for Shore &

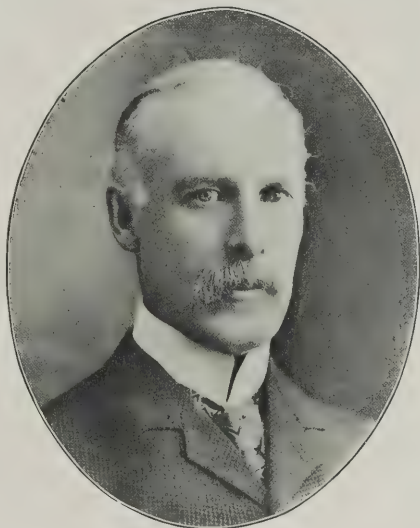
Davis, lumber manufacturers, with headquarters at Winnipeg. The next year he established agencies at various points in the West for this corporation, which had been reorganized as a limited liability company, under the name of the Northwest Lumber Co., and travelled for them over the Territories.

This gave him a good idea of the Canadian West, and he decided to locate at the pretty town of Medicine Hat, and strike out for himself in the lumber business. This business has steadily grown from that time, and Mr. Finlay has also identified himself with ranching, of which business Medicine Hat is an important centre. The ranch of the Medicine Hat Co., of which he is treasurer, is located twenty-eight miles south of the town, and from a start of 150 head in 1886 it has grown to a herd of three thousand cattle, from which shipments are annually made to Eastern and Western markets. Mr. Finlay has been called upon to fill the post of Mayor of the town for the last three years, and has carried out those duties with energy and ability. He was instrumental in establishing the efficient water works system, and more than that he demonstrated the great advantages Medicine Hat had in being in the centre of a natural gas belt by having the water works operated by natural gas as fuel. Appropriations have been secured for putting down four more gas wells for lighting and heating purposes, which, when in operation, will give a decided impetus to this favored town. As Mayor he presented the address of welcome to the Prince and Princess of Wales on their visit to Canada.

Mr. Finlay has been three times a candidate for the Legislature in general elections. In the second he narrowly missed election in a triangular fight, and in 1902 was elected by a large majority. Mr. Finlay, though occupied by many other public duties, has found time to be President for six years of the Medicine Hat General Hospital, a worthy and useful institution, and for the past fifteen years he has been an elder in St. John's Presbyterian Church. He was married in 1883 to Miss Catherine Allott, of Newark, and has a family of five children.

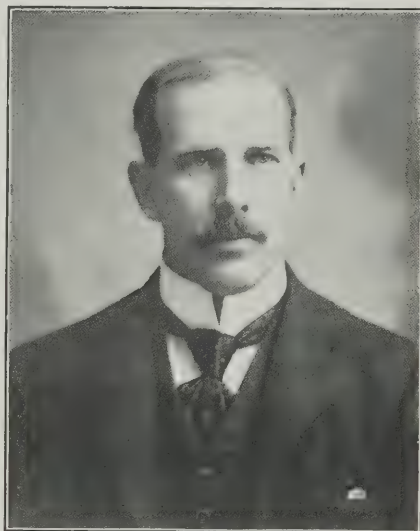
JOHN A. McDougall, EDMONTON, N. W. T.

There is no class of men who have shown more business courage and done more towards building up and extending the trade of our Dominion than her merchants. From the early days of her history, when the fur traders were to be found always far in advance of civilization to the present time, the fur traders and merchants have been the pioneers of settlement. The subject of this sketch is one of this class. John Alexander McDougall, senior partner of the firm of McDougall & Secord, general merchants, wholesale and retail, fur dealers and land agents, Edmonton, Alberta, was born on May 20th, 1854, in Oakwood, Ontario. His father was Alexander McDougall, from Argyleshire, Scotland, and his mother, Janet Cummings, from the village of Lanark, Ontario. Mr. McDougall spent his early days in Woodville, Ontario, where he attended school until he was twelve years of age. Leaving school, he clerked in Woodville and Cannington, until his nineteenth year, when he sought a wider field for his energies. This was shortly after the first Riel rebellion in Manitoba, when little was known of our vast Western heritage. In the spring of 1873 Mr. McDougall left home and friends and worked his way to Fort Garry, by way of Collingwood, across the lakes to Thunder Bay and over the old Dawson Road to Winnipeg, arriving there on the 12th July, afoot and alone, without a dollar. After a short time he succeeded in obtaining a situation in the Dominion Lands Office, but owing to the change of Government in 1874 he occupied this position only a few months. In the winter following he attended Manitoba College, then in its infancy. The following spring Mr. McDougall obtained employment with H. L. Henderson, furrier, Winnipeg. A few months later he began business on his own account as a grocer, a business which he sold a year later at a good profit. With the capital thus secured, Mr. McDougall boldly launched into fur trading with the Indians, which rendered it necessary to traverse, on trips hundreds of miles in length, the great lone lands. Returning to his old home, Cannington, Ontario, he was married to Louisa, daughter of Mr. James



Amey. Accompanied by his wife and a stock of goods, he made the 900 mile trip across the plains from Winnipeg to Edmonton, and then opened a store for Villiers & Pearson. Starting business on his own account in 1891, he became associated with Mr. Richard Secord. The firm, with the exception of the Hudson's Bay Co., are the largest dealers in raw furs in Canada, having business connections from London, England, to the Arctic Circle. Besides their general mercantile business they deal extensively in farm lands, having bought up 250,000 acres in Alberta, which they have recently been disposing of very fast.

Mr. McDougall has great faith in the possibilities and future of the Northwest, and is interested in all that pertains to the welfare of his adopted country. When in 1878 he moved to Edmonton it was but a remote fur trading post. Like so many successful business men Mr. McDougall started life with nothing but ambition and enterprise and a determination not only to achieve success but deserve it. With these for capital he has built up a business which is a credit both to the town and himself. He is a man still in the prime of life, continually enlarging and extending his business with that energy and courage he has always displayed and which will lead to still further successes.



C. A. MAGRATH, LETHBRIDGE, N.W.T.

Mr. C. A. Magrath, Lethbridge, N.W.T., the Manager of the Canadian Northwest Irrigation Company, a Corporation that is engaged in the development of about half a million acres of land in Southern Alberta, is a Canadian by birth, and has resided in the Northwest Territories for over twenty years. He has a firm conviction in the virgin wealth of Canada's West, a country that cannot be surpassed as a field both for home-seekers and the investment of capital. Mr. Magrath is deeply interested in the opening up of the Northwest, and will always be pleased to furnish any information in his possession to those interested.

AYLESWORTH BOWEN PERRY,

REGINA, N. W. T.

A corps unique in the military history of the world, original in its judicious admixture of civil and military duties, and invaluable in the days of the early settlement of the Canadian Northwest when the prejudices and customs of a people emerging from the primitive life of the savage to a knowledge of not only the benefits of modern civilization but also of its evils, had to be considered, was and is the Canadian Northwest Mounted Police Force. The dangers of indiscriminate settlement, at a time when rapid railway construction was widespread, and the Northwest prairies were being peopled by the influx of settlers, added much to the difficulties of the situation and had to be faced with a determined spirit and an adaptable mind. To the officers and men of the Northwest Mounted Police much of the credit for the condition of affairs is due for the observance of law and order which prevail throughout the Canadian West in its early and present state in such striking contrast to the story of the early settlement of the Western States of the American Union. To few of the members of that body of men to whom the West owes so much, is greater credit due for the reputation which the Canadian Mounted Police Force bears throughout the world, and for the law-abiding character of Western Canada, than Aylesworth Bowen Perry, whose meritorious service and efficient capability has been acknowledged by his appointment to the command of what, while one of the finest corps of cavalry in the world, is at the same time in the civil administration of justice, one of the most brilliant bodies of constabulary necessary for the carrying out of proper government. Of United Empire Loyalist descent, on both paternal and maternal sides, he was born in the County of Lennox, in the Province of Ontario, on the 21st of August, 1860, and educated at Napanee high school, and the Royal Military College, Kingston, being one of the first graduates of that now celebrated college, where upon his graduation he took the highest honors of his class. Appointed on the 26th of July, 1880, a Lieutenant in the Royal Engineers, Chatham,



England, he, on account of ill health, resigned his commission in the Imperial army on the 1st of August, 1881, and returned to Canada. Joining the Northwest Mounted Police Force he was gazetted Inspector on the 24th of January, 1882. After the Northwest Rebellion, in which he did distinguished service, and was mentioned in despatches, and received medal, he was promoted to the rank of Superintendent on the 1st of August, 1885. On the celebration of her late Majesty's Diamond Jubilee, Commissioner Perry commanded the Northwest Mounted Police contingent, and received the Jubilee medal. On 1st of August, 1900, he was appointed to the command of the Northwest Mounted Police Force. Commissioner Perry is also an advocate of the Northwest Territories, having been admitted to the Bar in 1896. Married on the 7th of June, 1883, to Emma Durarty, daughter of George L. Meikle, of Lachute, in the Province of Quebec—of his three children, Kenneth is an under-graduate of McGill University, and Jessie Eleanor and Jean Gladys are attending Havergal Ladies' College, Toronto. A Presbyterian in religion, Commissioner Perry is a member of the C.O.F., I.O.O.F. and A.O.U.W.



GEORGE M. ANNABLE, M.L.A., MOOSE JAW, N.W.T.

It is not to be wondered at, that while the people of Ontario and Eastern Canada generally rejoice to see the Northwest filling up, they at the same time regret to see so much young blood going from their own fields. It is not so much the loss of population which they regret, as the character of the migration, because it is ever the ambitious and the energetic who are tempted to the wider fields of the West, men who would be supremely successful in developing the many interests of the still sparsely populated East. But a great novelist has said that transplanting is as necessary for young men as for young trees, and certainly many seem to have flourished with exceptional vigor in the soil of the West. This is the case with Geo. M. Annable; member of the Legislative Assembly of the Northwest Territories for the district of Moose Jaw, and one of the pioneers and largest ranchers in Assiniboia. George Annable came from Ireland and settled in Winchester, Ontario. He served his country in the Fenian raids, being stationed at Prescott, in the first instance, and later volunteering to go to the defence of Canada in the attack on the Niaga-

ra peninsula. This pioneer married Sarah, daughter of Humphrey Hughes, Esq., who for forty years was Reeve and Justice of the Peace in Alfred township. It was at Winchester, on May 20, 1858, that the subject of this sketch, George Malcolm Annable, was born. He attended the schools at Winchester until the age of sixteen, though from the age of fourteen he was assisting his father in the selection and purchase of cattle for Montreal and other Eastern markets. In 1878 he went into business for himself, shipping cattle to Montreal and sheep to Boston, and continued in this business till 1882, covering the territory between the St. Lawrence and Ottawa Rivers. In the boom of 1882 he went to the Northwest, and striking out from Winnipeg in advance of the railway he drove across the prairies to Moose Jaw, and located a farm eight miles out from that town. The next year he supplied a great need among the settlers by importing horses from Ontario, being the first to go into this business. The year 1885, that important year for the West in so many respects, saw him start into ranching and the breeding and raising of horses on the Red Deer River. This business grew rapidly, and in 1888 he moved into Moose Jaw, so as to be able to look after it better. He now operates a ranch at Rush Lake, on the south branch of the Saskatchewan River, devoted to the breeding of heavy draught horses, about six hundred horses being continually on the range; while another range eighteen miles southeast of Moose Jaw is devoted to beef cattle.

Mr. Annable has long been identified publicly with the interests of his town and district, having been on many occasions school trustee and councillor.

He first contested Moose Jaw district against the Minister of Public Works, Hon. J. H. Ross, in 1898, and was unsuccessful. When Mr. Ross became Commissioner of the Yukon Mr. Annable again ran for the seat and was successful after a hard contest.

Mr. Annable is a Conservative in politics, a Methodist and a Freemason. He was married on July 24, 1889, to Miss Bertie Davidson, of Ingersoll, Ont., and has four children.

WILLIAM ROPER HULL, CALGARY, N. W. T.

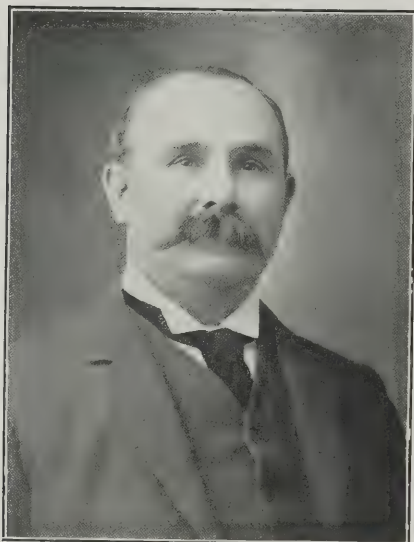
William Roper Hull, Calgary, sole owner of the Hull Bros. & Co. ranches, abattoirs, and agencies for the handling of meat direct from the ranch to the consumer, is a native of Somersetshire, Eng., where he was born on December 20th, 1857, where his father, Arthur Hull, was a breeder of high-class stock. Mr. Hull gets his second name from his mother, whose maiden name was Honora Roper. He was born at Manor House, Somersetshire, and attended school at Dorchet and Bridgeport. Mr. Hull came to Canada in the days when transcontinental railways had only been thought of and had not yet been accomplished facts, and in order to reach his uncle, William J. Roper, who lived in Kamloops, B.C., he sailed for the Western Province by way of Panama and then up the West Coast. Thus he is one of those who preceded the days of railways, and he was enabled to spy out the land before the Eastern speculator arrived, and at the same time underwent the discomforts and privations which pioneers have to suffer in every land. In 1878, in company with his brother, he started into horse ranching in Kamloops, beginning with a herd of fifty head. Presently the tide of immigration began to flow into the plains east of the Rockies, and he drove his stock over the mountains and sold to the settlers in Alberta. He was on hand when men of energy were wanted in the Riel Rebellion of 1885, and sold all his available stock to push forward the supplies for the troops at the front. That Fall he secured a contract for supplying meat to the construction camps of the Canadian Pacific, which was then building through the mountains, and to carry on this new business more effectively he located at Calgary. Here the business has steadily grown, until now it is one of the most important purveying businesses in Canada. In 1893 Mr. Hull bought out his brother, but continued the business under the old name. To fill his various contracts and to supply his numerous branch stores Mr. Hull has several ranches. The home ranch, where the cattle from the other ranches are "fitted" for the market, and where the abattoir is situated, is known as the Bow Valley Ranch, and is located about ten



miles south of Calgary, in the valley of the Bow River. There are always kept from 800 to 1,000 cattle here. Pine Coulee Ranch, fifty miles farther south, usually grazes from 4,000 to 5,000 head of cattle, while Nose Creek Ranch generally carries from 4,000 to 7,000 sheep. The firm requires yearly for its trade over 3,000 head of cattle, 4,000 sheep, and 2,500 hogs to supply its retail trade, carried on in branch stores at Calgary, Wetaskiwin, Canmore, Anthracite and Banff in Alberta, and at Field and Golden in British Columbia. Part of Bow Valley Ranch, of which 1,000 acres are under irrigation and 500 acres under cultivation, is devoted to raising draught and heavy carriage horses, there being a selected herd of 200 in the ranch.

Mr. Hull has been able to spare time from his many business engagements to forward the interests of Alberta, and of Calgary in particular. He built and owns the Calgary Opera House, the Victoria Block, the Hull Block and fourteen private residences. He is a director of the Calgary Brewing and Malting Co., and of the Galligher & Hull Meat and Packing Co. of Edmonton. He is a Royal Arch Mason, and a member of Calgary Commandery Knights Templar. He is a member of the Church of England and unmarried.

His home at the Bow Valley Ranch is a handsome house, surrounded by trellised vines, trees and sodded lawns, and is an ideal country residence.



PATRICK BURNS, CALGARY, N. W. T.

One of the most successful business men in the whole of the West is Mr. Patrick Burns, of Calgary, N.W.T., the head of the firm of P. Burns & Co., whose live stock ranching and dressed meat interests extend in all directions in the Northwest Territories, British Columbia and the Yukon Territory. Like many of the successful men of Western Canada, Mr. Burns is a native of the Province of Ontario and of Irish descent. His father, Michael Burns, and his mother, Bridget Gibson, came from Ireland during the middle period of the nineteenth century and settled near Kirkfield, in Victoria County, where the subject of this sketch was born on July 13th, 1857. The family lived on a small farm, and young Burns spent his summers working thereon, in winter attending the public school of the district. He remained on the farm with his father until he reached the age of 21 and learned something of the cattle business, for the elder Burns was engaged, in a small way, in the buying and selling of live stock. In 1879, having decided to start out in life for himself on his own account, he went West and located at Winni-

peg, Manitoba, where for a year he was in the employ of the Canadian Pacific Railway. He managed to save a small capital of \$300, and then commenced the business of buying and selling cattle, both for the market and for the settlers then coming into the Northwest. He gradually worked westward, making his headquarters for a time at Minnedosa, Manitoba, and later at Regina, N.W.T. His business proved successful and increased in volume year by year. In the years 1888 and 1889 he secured the contract for supplying meats for contractors building the C.P.R. extension through the State of Maine, and during these years he resided in that district. Returning to the West in 1890, he located at Calgary, N.W.T., and began ranching, starting with a small herd of cattle. In 1893 he added a retail department to his business, from which has sprung the present large abattoir and cold storage plant at Calgary. In connection therewith retail departments are now opened at Vancouver, Nelson, Rossland, Revelstoke, Sandon, Greenwood, Kaslo, Slocan City, New Denver, Silverton, Three Forks Trail, Grand Forks, Midway, Eholt, Phoenix, Cascade City, Ymir, Ainsworth, Nakusp, Trout Lake, Cranbrook, Fernie, Moyie, all in British Columbia; Macleod, in Alberta, and Dawson, Whitehorse and Atlin, in the Yukon district. The ranching business carried on by Mr. Burns is one of the most extensive in Canada. He carries ordinarily from ten to fifteen thousand head of cattle, five to six thousand head of sheep, and employs over 500 men. He owns in fee simple 10,000 acres of land, besides several large tracts under lease. Near Calgary are the Nose Creek and Bow River ranches, and near Olds, ten miles east of Calgary, are five other ranches. Two more of his ranches are located near Carstairs, on the Calgary and Edmonton R.R. Fifty miles north, on High River, are also two of his ranches, and he has yet another large ranch on Mosquito Creek. 15,000 tons of hay are cut each year for feeding to fit stock for the market. In addition to the headquarters establishment at Calgary, cold storage plants are maintained at Vancouver, B.C., and Nelson, B.C.

In religion Mr. Burns is a Roman Catholic, and was married in 1901 to Miss Eileen Elles, of New Westminster, B.C.

HON. R. P. ROBLIN, M.P., WINNIPEG

Hon. Redmond Palen Roblin, Premier, Minister of Agriculture and Railway Commissioner in the Government of Manitoba, is a native of Prince Edward County, Ont., and was born on February 1st, 1853, at the village of Sophiasburg in that district. Hon. Mr. Roblin's family is of German origin, and its members have been for many years identified with public life in Canada. He was educated at Albert College, Belleville, and had he proceeded with his studies would very probably have succeeded in some professional calling, for there is no doubt that as a student he displayed rare natural aptitude, and in his later life he has shown himself specially gifted in dealing with the intricacies of the Law, although he has had no professional training therein. Mr. Roblin, however, had other aims, and migrated to the Province of Manitoba, which was just beginning to attract public attention, in the year 1880. He located at Carman, where he carried on farming on a large scale, and at the present time, in addition to his political eminence, he ranks as one of the leading farmers of the Province. The future Premier had also strong business instincts, and started in a mercantile enterprise at Carman in conjunction with his farm. The result of this mercantile venture has been the development of a large and profitable trade as a grain dealer with headquarters at Winnipeg, where Mr. Roblin is one of the most prominent members of the great Grain Exchange established there. Notwithstanding his growing business and agricultural interests, the future leader of the Government found time to devote much of his unmistakable energy to public affairs. He first appeared as a School Trustee of the Carman district, and was subsequently elected for five years Reeve and for two years Warden of the County of Dufferin. He twice unsuccessfully contested the riding of Dufferin for the Legislature of Manitoba, but was finally successful in the general elections of 1888. He was at first identified with the Liberal party, but having become dissatisfied with the Railway and Trade Policy of that party he entered the ranks of the Liberal-Conservatives, of which he is now the Provincial head. He became leader of that party while it was in Opposition, representing the riding of Woodlands in the Legislature. At the general elections of 1899, the



Liberal Government, headed by Hon. Thomas Greenway, was defeated at the polls, and Hon. Hugh John Macdonald was called upon to form a Ministry, in which at the outset Mr. Roblin accepted a portfolio. On the retirement of Mr. Macdonald in October, 1900, Mr. Roblin was called upon to lead a re-organized administration. He was re-elected by his constituents, and has since successfully conducted the affairs of the Province. Though yet a young Government it has made one radical move in securing control in the public interest of the Northern Pacific Railway, which had been leased to the Canadian Northern Railway to form part of the proposed transcontinental route which is to rival the C.P.R. It is the aim of this policy to secure to the farmers and mercantile community protection against excessive freight charges, and thus solve a burning issue in Manitoba—the transportation problem. Hon. Mr. Roblin has shown himself possessed of force of character and all-round ability, is a fluent speaker and a capable leader in the House.

Mr. Roblin was married on September 13th, 1875, to Miss Adelaide Demill, and his present home is in Winnipeg, where he resides in a beautiful residence on Garry Street. He was in attendance at the great gathering of Colonial Premiers in London on the occasion of the interrupted coronation festivities of His Majesty King Edward VII in June, 1902.



HON. HUGH JOHN MACDONALD, WINNIPEG

Hon. Hugh John Macdonald, son of the late Rt. Hon. Sir John A. Macdonald, G.C.B., for many years Prime Minister of Canada, by his first wife Isabella, daughter of Alexander Clark, Esq., Dalnavert, Scotland, was born in Kingston, Ont., March 13th, 1850. He was educated at Queen's College, Kingston, and Toronto University, graduating from the latter in 1869.

He was called to the Bar in 1872, and practised in partnership with his father and the late Hon. James Patton, Q.C., at Toronto. He removed to Winnipeg upon the opening up of the West in 1882, and formed a partnership with Mr. J. Stewart Tupper, eldest son of Sir Charles Tupper, the life-long friend of Sir John Macdonald. He entered the Dominion Parliament in 1891 as member for Winnipeg, and sat for that constituency until he resigned in 1893. He was called to the Privy Council by Sir Charles Tupper in 1896 as Minister of the Interior, and was elected for Winnipeg at the general election in that year. He resigned office with his leader July 8th, 1896.

In 1897 he accepted the Conservative Leader-

ship in Provincial politics in Manitoba, and organized and led the party with so much success that Hon. Thomas Greenway's Government (after having held 35 out of 40 seats) was overturned in December, 1899, and the Conservatives were returned to power with a good majority. Mr. Macdonald was elected for the constituency of South Winnipeg, defeating Hon. J. D. Cameron, Attorney-General. He was at once called upon to form a Government, which he did, performing the duties of first Minister and Leader of the House until October of the following year when, at the call of Sir Charles Tupper, Leader of the Conservative Party, he resigned the Premiership to his lieutenant, Mr. R. P. Roblin, and again entered Dominion politics by running in the constituency of Brandon against Hon. Clifford Sifton. In this, one of the most famous elections ever held in Canada, he was unsuccessful, and he returned to the practice of his profession as head of the new firm of Macdonald, Haggart & Whitla. The firm, which makes a specialty of commercial and real estate law, has a large practice, including the solicitorship of the Union Trust Co., of Toronto, and the Canadian Northern Railway and other large corporations.

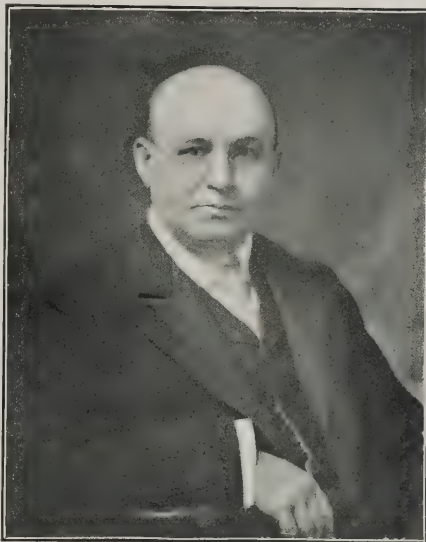
Mr. Macdonald has seen active military service on no less than three occasions: first, as a private on duty at Cornwall during the Fenian invasion; second, as an Ensign in the Wolseley Expedition to the Red River in 1870, and third, as a Captain in the 90th Battalion in the Riel rebellion of 1885.

Mr. Macdonald is a member of the Presbyterian Church, a Freemason, and a member of the Pythian and Independent Foresters orders, and has been twice married, first, in 1876, to Jean King, daughter of the late W. A. Murray, Esq., of Toronto, and second, in 1883, to Agnes Gertrude, daughter of the late S. J. VanKoughnet, Q.C. Mr. Macdonald is a thorough believer in athletics for young men, and has always been closely identified with the Winnipeg Cricket Club, the Winnipeg Rowing Club, and the Football and Lacrosse Clubs of Manitoba. He possesses in an eminent degree the magnetic personality of his talented father, and is personally one of the most popular men in Canada. His popularity, both socially and politically, has been enhanced by the tact and graciousness of Mrs. Macdonald, which has made their handsome residence in Winnipeg one of the most important and magnetic social centres in the West.

HON. COLIN H. CAMPBELL, K.C., WINNIPEG

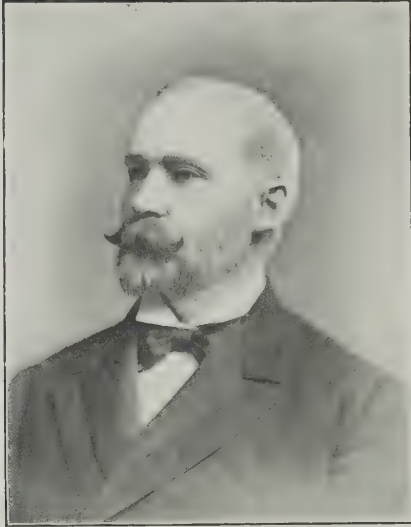
Honourable Colin H. Campbell, K.C., Attorney-General of the Province of Manitoba, is the second son of John H. and the late Jane Kennedy Campbell, of Burlington, Ontario. Here he first saw the light on Christmas day, 1859. Mr. Campbell is of Scotch-Irish descent. His grandfather, the late Alexander Campbell, from Argyleshire, Scotland, settled at Burlington in 1807; afterwards in Sunderland, North Ontario. His father's birthplace was Burlington, while his mother's was County Down, Ireland. He attended the Burlington public schools, the Oakville High School and in 1876 entered Osgoode Law School, Toronto, where in 1881 he graduated and was called to the Bar. In that year he entered into partnership with Mr. John Billings, of Port Perry, remaining there until January, 1882, when he removed to Winnipeg, and later entered into partnership with Mr. F. Beverley Robertson, Q.C. (now deceased), and Mr. Horace Edward Crawford, K.C., under the firm name of Messrs. Robertson, Campbell & Crawford, which continued until 1888, when the firm assumed its present name of Messrs. Campbell & Crawford.

Mr. Campbell devoted himself to the specialty of commercial and real property law and investments with so much success that the firm has one of the largest practices in these lines in Western Canada. They are the Solicitors for the Bank of Hamilton, The Mutual Life of Canada, Landed Banking and Loan Company, The Toronto General Trust Corporation, The Home Investment Association of Manitoba, Reliance Loan and Savings Company, etc., etc. In so far as public life is concerned in Mr. Campbell's case, the office has sought the man. He was the unsuccessful Conservative candidate in the bye-election for Winnipeg City in the House of Commons in 1893. In the general Provincial Election of 1899, that resulted in the defeat of the Greenway Government by Hon. Hugh John Macdonald, Mr. Campbell was elected for the constituency of Morris by a big majority. In the Macdonald Government Mr. Campbell was member without Portfolio. In October, 1900, the Hon. Mr. Macdonald resigned the office of Premier, being succeeded by the Hon. R. P. Roblin. Since becoming Attorney-General of the new Administration in October, 1900, the Hon. Mr. Campbell has had to deal with and frame a mass of very important



legislation, some of which has been confirmed, upon appeal, by the highest Court of the Empire, marking him as a constitutional lawyer of ability. He has always been prominently identified with religious and philanthropic movements where his administrative and legal talents have been appreciated. He has been a member of the Board of Management of Manitoba College for eighteen years, and since the retirement of Sir Thomas Taylor in 1897, has filled the post of Chairman. He has served on several important Committees of the Presbyterian General Assembly and is the Treasurer of the Church and Manse Building Fund for Western Canada. For five years he was President of the Y.M.C.A. and has shared his interests with other institutions which touch the welfare of the community. Mr. Campbell is identified with Masonry and is a member of the Scottish Rite.

Mr. Campbell married July 16th, 1884, Minnie Julia Beatrice, daughter of Keturah Adelaide Howell and Anson Buck, M.D., M.R.C.S., Eng., of Palermo, Ontario. Though a daughter of a keen Liberal leader in politics, Mrs. Campbell has espoused her husband's cause, and in this as in Church and philanthropic matters, shares his interests. Their hospitable home, "Glengarry," not only welcomes a large circle of friends, but the student and the "go West, young man" find cheer and helpfulness at their fireside.



HUGH SUTHERLAND, WINNIPEG

No man has been more actively connected with the development of the Canadian Northwest than Mr. Hugh Sutherland. Mr. Sutherland is the descendant of an old Sutherlandshire (Scotland) family, and was born in New London, Prince Edward Island, on February 22, 1845. While he was still a child his parents moved to Oxford County, Ontario. Here he was educated, and started in the business of lumbering and contracting. While actively engaged in business he took a keen interest in politics, and was soon a leader in Liberal Councils. In 1874 the Dominion Government, desirous of laying the foundations of government and social order in the great Northwest, selected the young contractor and lumberman to be Superintendent of Public Works in the Northwest, extending from Lake Superior to the Saskatchewan River, 1,500 miles. While at work in the West his friends at home nominated him for East Simcoe in the general elections of 1875. Though absent he made a good run, being defeated by only a small majority. In 1879 he left the Government service and went into the lumbering and contracting business in Winnipeg, establishing the first sawmill in that city and at Rat Portage. He was the original discoverer and the first to develop the "Souris" coal mines and demonstrate the utility of the coal for domestic purposes; and to further that object he projected, and was one of those who

constructed, the first division of the Manitoba and Southwestern Railway, of which he was then Vice-President. This railway was subsequently acquired by the Canadian Pacific and completed from Winnipeg to the coal mines, as originally contemplated. In 1882 Mr. Sutherland was elected to the Dominion Parliament for the County of Selkirk, Manitoba, largely in recognition of his efforts in securing this railway. He sat in the House of Commons until 1887, when he contested Winnipeg City against the late W. B. Scarth. In this, with all the power of the Dominion and Provincial Governments and the C. P. R. against him, owing to his strong advocacy of a railway to Hudson's Bay, he was defeated by only six votes. From his extended knowledge of the country he foresaw that the natural outlet for the surplus products of the Northwest was by what he termed "Nature's outlet," via Hudson's Bay to Europe, and to accomplish this he obtained a charter for a railway from Winnipeg to Hudson's Bay, which, when completed, will shorten the rail haul 1,500 miles from the centre of the fertile belt to the sea-board. This proposition was so startling that it raised the opposition of every railway and steamship company in Canada doing business by the St. Lawrence route. In the face of strenuous opposition he succeeded in getting the line subsidized by both the Dominion and Provincial Parliaments, and after years of uphill work he was fortunate enough to secure the co-operation of the well-known contractors Mackenzie & Mann, and what is now known as the Canadian Northern Railway is the outcome of an amalgamation of their interests. Mr. Sutherland has lived to see his predictions largely verified and the C.N.R. running through fertile wheat-producing fields on the very lines he covered by his original Hudson's Bay Railway charter, the only difference being that what people see to-day Mr. Sutherland saw twenty-five years ago. Mr. Sutherland also devoted some attention to the development of mines in British Columbia. With the amalgamation of the C.N.R. he was made its chief executive officer, which position he fills with marked ability. Labors and difficulties which would have cast down other men and caused them to give up have only proved to him a stimulus and provided an opportunity for showing his foresight, executive ability and terrific energy, and to be known in the financial centres of Canada, New York and England.

Mr. Sutherland has resided in Winnipeg since it was Fort Garry in 1874. He has been twice married. His second marriage was to May, the only daughter of Hon. R. T. Banks, of Baltimore, Maryland, U.S.A.

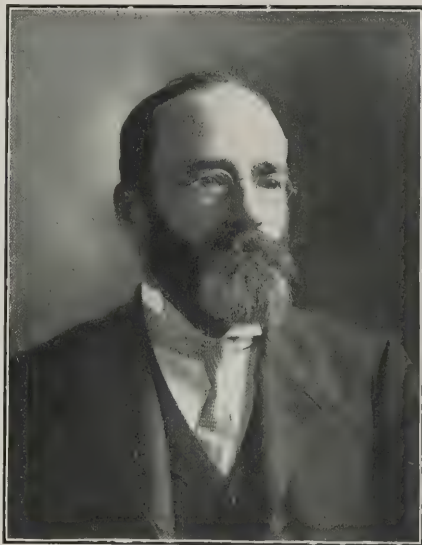
J. H. ASHDOWN, WINNIPEG, MAN.

There is no man in the Province of Manitoba who holds a more prominent position in its commercial life or who has held that position for a longer period than J. H. Ashdown. Born in London, England, in 1844, he is the son of William Ashdown and his wife, Jane Watling. When the subject of this sketch was about eight years of age the family emigrated to Canada and settled for a time in the township of Etobicoke, afterwards moving to Weston, where, at the age of eleven, he went behind his father's counter. Subsequently the father took up a bush farm in the township of Brant, and J. H. had his full share of the hard work involved in hewing out from the forest a home. At the age of eighteen he left the parental roof, empty-handed, and shortly afterwards entered the service of John Zryd, Hespeler, with whom he stayed three years, learning the trade of a tinsmith. Going to Chicago, then to Kansas, he there imbibed that love for the free life of the West that ultimately caused him to start for what was then the Red River Settlement, arriving there on the 30th day of June, 1868. A season of very great hardship followed. Appeals for aid from the United States and Canada were made, and the first winter in that country was spent by Mr. Ashdown cutting timber in the woods of the Assiniboine. Resisting all appeals from his family to return, he remained through the dark days of '68 and the spring of '69, with a strong faith in the ultimate success of the country.

At this time Riel was quickly coming to the front of the ranks of the discontented. The Hon. Joseph Howe made a visit to the country, and before leaving was implored by Mr. Ashdown to call the people together and talk to them and satisfy them of the good intentions of the Canadian Government. Mr. Howe refused, had that memorable meeting with the intended Governor McDougall on the prairie, remarked that it was a cold day, and drove on. The storm burst, and on December 10th the Canadians within reach of the rebels, and including the subject of our sketch, were prisoners in Fort Garry.

Mr. Ashdown was released the following March, and being recognized not only as an energetic business man, but also one of character and sound judgment, he was appointed in 1871 as a Justice of the Peace—no sinecure in those troublous times.

From the earliest times in the history of Winnipeg Mr. Ashdown has been one of its most important figures in the religious, political, educational, and municipal life.



He was Chairman of the Committee which secured incorporation for the City of Winnipeg. An active and influential member of the Board of Trade of the City of Winnipeg, he was President thereof during the agitation throughout what was called "The Disallowance Question," the most important question that had yet arisen in the West, and was a notable figure throughout the debates, conferences and transactions which resulted in the abrogation of the monopoly clause in the charter of the C.P.R. Company. In his valedictory as President of the Board of Trade the situation was fearlessly set forth by him, and much of the success of the agitation was due to his efforts.

Mr. Ashdown was actively connected with the religious and educational institutions of Winnipeg. One of the founders of Wesley College, he is chairman of executive of same, and has been a member of the City Council, the School Board, the City Hospital, a member of the Trustee Board of Grace Church since 1869, is President of the Children's Aid Society, and has taken an active part in the providing the funds for the erection of the Y.M.C.A. building and is closely connected with that organization, and a willing giver to all good causes.

He has been married twice; to his present wife in 1876, who is the mother of his four children—viz., Lillie, Florence, Harry, and Louise.



JAMES STEWART TUPPER, K.C., WINNIPEG

A noticeable feature of even such a young and democratic country as Canada is, the prominence and distinction obtained by several members of the same family who achieve success not through circumstances such as birth or wealth, but through qualities and abilities inherent in themselves. Of the sons of the great Canadian statesman, Sir Charles Tupper, two have already obtained distinguished positions, James Stewart Tupper, the subject of this sketch, at the Bar, and the Hon. Sir Charles Hibbert Tupper in the political arena. James Stewart Tupper is the eldest son of the Hon. Sir Charles Tupper, Bart., G.C.M.G., C.B., and was born in the town of Amherst in the Province of Nova Scotia, on the 26th of October, 1851. Early displaying marked aptitude as a student at the schools preparatory to his University course, his early promise was realized by his distinguished career at McGill University, where he graduated with the degree of Bachelor of Arts and first-class honors in Natural Science in the year 1871. The Province of Ontario, offering at that time strong inducements for the study and practice of Law, the profession he determined upon, he studied Law in the City of Toronto and was

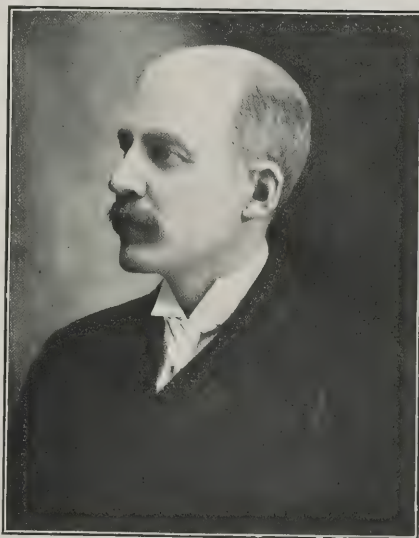
called to the Bar of Ontario in 1875. Appointed reporter to the Court of Appeal he had every opportunity of not only continuing his studies but of seeing the best legal practice before the Courts. In 1882 the wonderful inrush of settlement and the rapid development of the Province of Manitoba was beginning to attract the attention of the civilized world, and the opportunities offered to a young and ambitious lawyer were evident to Mr. Tupper. In 1882 he removed to the City of Winnipeg, and was called to the Bar of the Province of Manitoba. Forming a partnership with the Hon. Hugh John Macdonald, K.C., the firm of Macdonald, Tupper, Phippen & Tupper was instituted and was continued until 1899 when Mr. Macdonald retired owing to his acceptance of the Premiership of Manitoba. Mr. Tupper then became the head of the firm, the business being carried on under the name of Tupper, Phippen & Tupper, which is one of the most important legal firms in Manitoba. They are solicitors for some of the largest corporate institutions in the Canadian West, such as the Canadian Pacific Railway Co., the Hudson's Bay Co., the Bank of Montreal, and others. Mr. Tupper's reputation as Counsel was not limited to the West and he was frequently before the Supreme Court of Canada and the Judicial Committee of Great Britain on important cases. In 1890 he was appointed a Q.C. by the Earl of Derby. In 1900 he was elected a Bencher of the Law Society of Manitoba.

In religion an Anglican and in politics a Liberal-Conservative, Mr. Tupper is prominent in both the social and political life of the Canadian West. He was first married on the 8th of September, 1875, to Mary Wilson, daughter of the late Andrew Robertson, Esq., "Elm Bank," Montreal, who died in August, 1876, leaving one daughter. On the 9th June, 1880, he was married to Ada Campbell, daughter of the late Chief Justice of the Court of Common Pleas of Ontario, Sir Thomas Galt, by whom he has two daughters and one son.

A member of the Manitoba Club, his residence is "Ravenscourt," Winnipeg, and in the practice of his profession as the head of a large law firm and by his forceful interest in public affairs in times of national moment, he is an important figure in the life of the West.

GEORGE D. WOOD, WINNIPEG

In every community the final test of the practicability of every forward movement is the opinion of the hard-headed business men, and the condition of its success depends upon their energy and sagacity. This was pre-eminently the case with the Canadian Northwest. Experts and professional men visited the country, and sent back glowing reports of its soil, climate, and possibilities, but it was not until practical business men resolved to risk their capital in railway and commercial undertakings that the country sprang into life. And since that time the development of this great part of Canada has been dependent upon the men of capital and foresight who carried the trade through bad seasons and times of depression until the seed thus sown has returned good business harvests in the last few years. One of the first of the representative young business men of Ontario to come out to Manitoba was Mr. Geo. D. Wood, son of Senator A. T. Wood, of the firm of Wood, Valance & Co., Hamilton. Mr. Wood was born in Hamilton, Ontario, on July 26th, 1858, and educated in that city and at Galt, and in 1874 entered the warehouse of the firm, then Wood & Leggat, in order to learn the business from the bottom. When the tide of immigration set in toward the Northwest in 1880, Mr. Wood was selected to open the branch for the firm in Winnipeg under the firm name of Geo. D. Wood & Co. In the early eighties the firm built a large brick warehouse in Winnipeg, and continued to add to it from time to time as the growing business of the house demanded. In 1897, however, the pressure for space grew too strong, and a magnificent new warehouse on the most modern lines was erected on the corner of McDermot and Arthur Streets, in the heart of the wholesale section. In general completeness and in facilities for handling goods this warehouse is surpassed by none in the Dominion. Besides this, for the handling of car lots of heavy hardware the firm built a large track warehouse on one of the sidings of



the C.P.R. Mr. Wood was formerly connected as director with several other enterprises, but has withdrawn from their management, as his constantly expanding business required all his time.

Though a staunch Liberal like his father, Senator A. T. Wood, who represented Hamilton in the Dominion House on several occasions, Mr. Geo. D. Wood has never held any political office, but has devoted himself to his business, his home, and to the encouragement of athletic sports. To the latter he has given considerable attention, both personally as an enthusiastic curler, but more especially as the patron and encourager of all forms of manly sport for the benefit of the young men of Winnipeg and the Province.

Mr. Wood was married in 1886 to Helen, third daughter of the late D. H. Adamson, Esq., of Brechin, Scotland. He is a member of the Masonic Order, and has attained the Fourteenth degree in the Scottish Rite. In religion he is a Presbyterian.





A. M. NANTON, WINNIPEG, MAN.

Augustus Meredith Nanton, of the firm of Osler, Hammond & Nanton, Winnipeg (Osler & Hammond, Toronto), was born in the city of Toronto on May 7th, 1860. His father was Augustus Nanton, Esq., Barrister-at-law at Osgoode Hall, Toronto, and for years partner of Sir A. T. Galt, while his mother was the daughter of the late Sheriff Jarvis, of York, the name of whose family is commemorated in one of the leading residential streets of Toronto. He attended the Model School until he was thirteen years of age, and then began the battle of life in the office of a real estate broker. That the ability which has since characterized him manifested itself early, is shown by the fact that two years later he entered the office of the great financial firm in which he was later to become a partner, that of Osler & Hammond. He was advanced from one position to another until 1884, when at the early age of 24 he was made the junior partner, and sent out to open the important branch house at Winnipeg, a house which has had probably more to do than any other with the financial and real estate development of the Canadian West. Coming into the

West just after the collapse of the boom, when many were leaving the country in despair, and when the hearts of the bravest were full of misgivings, the firm entered into the situation with courage and hung on with British tenacity all through the years when the prophets of evil cried everywhere in the streets that the Canadian Northwest would never amount to anything. It required great courage and sound judgment to handle the complex business of great corporations, carrying on operations over an area as great as Europe, and how Mr. Nanton has succeeded is shown, not only by the large business of his firm, but also in the number of companies which have placed their affairs in his hands. These companies and the relation Mr. Nanton holds to them are as follows: President of the Manitoba Cartage Company, local Director of the Toronto General Trusts Corporation and of the Manitoba Mortgage Company, Manager of the North of Scotland and Canadian Mortgage Company; Manager of the Calgary and Edmonton Land Company, the Qu'Appelle, Long Lake and Saskatchewan Land Company, the Ontario, Qu'Appelle Land Company and the Winnipeg and Western Land Company; General Agent for the Alberta Railway and Coal Company, the Qu'A. L. L. & S. Ry. Co., the Western Assurance Co., and the Law Union and Crown Insurance Company. During the crucial time, from 1894 to 1900, he was the Receiver of the Manitoba and Northwestern Railway Company, representing the English bondholders, whose interests he secured. This successful receivership was terminated by the sale of the assets of the line, which has since been operated by the C.P.R. While Mr. Nanton has never been prevailed upon to enter public life, he has been active in promoting and supporting institutions for the upbuilding of the country. He is a Director of the Great West Life Insurance Co., Director of the Winnipeg Street Railway Company, Director of the Winnipeg General Hospital, member of the Winnipeg Board of Trade, in which he has occupied the post of President, and takes a keen interest in all that pertains to the welfare of the Canadian West. Mr. Nanton was first married in 1886 to Georgina, daughter of Hon. William Hespeller, Speaker of the Legislative Assembly of Manitoba, who died in the following year. He was married in 1893 to Ethel, daughter of the late Thos. Clark, Esq., of H.M. Customs, Winnipeg. They have four children, and their residence in Fort Rouge, one of the most beautiful homes in Canada, is the centre of a wide social circle, and noted for the character of its hospitality.

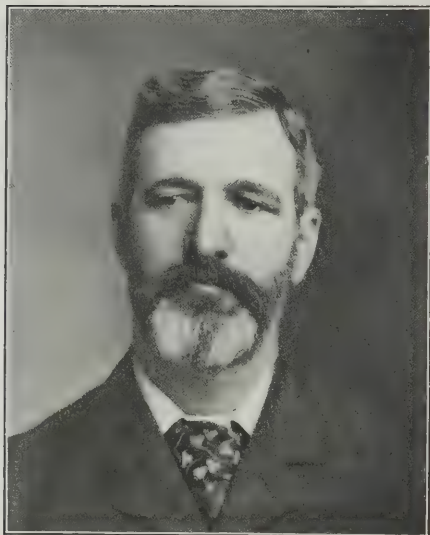
F. W. STOBART, WINNIPEG, MAN.

One of the oldest and largest wholesale dry goods houses in the Canadian West is that of Stobart, Sons & Co., Limited, Winnipeg. The business was originally started by F. E. Kew in the very early days to carry on trade with the Roman Catholic Missions. In 1874, Mr. D. W. Stobart, brother of the subject of this sketch, formed a partnership with Mr. Kew under the firm name of Kew, Stobart & Co. Mr. Kew withdrew two years later and, Mr. A. F. Eden assuming the management, it became Stobart, Eden & Co. Mr. D. W. Stobart, withdrawing in 1879, his interests were taken over by his father, Mr. William Stobart, who sent out another son, Mr. F. W. Stobart, from England, to represent him. This continued until 1883, the firm gradually changing from fur and general traders, as the country opened up, to wholesale dry goods. In 1883, when Mr. Eden retired to become Land Commissioner for the Manitoba and Northwestern Railway, the firm, thenceforth known as Stobart, Sons & Co., disposed of its last trading posts and devoted its attention wholly to the dry goods trade from Lake Superior to the Pacific, with Mr. F. W. Stobart as general manager. Curiously enough, though so eminently successful in this most difficult business field, Mr. Stobart was not educated for a merchant. He was born in Durham, England, January 27th, 1859, where his father, William Stobart, was in the coal and iron trade. His mother was the daughter of General William Wylde of the Royal Horse Artillery, who was for many years attached to the personal guard of the Prince Consort. Until the age of thirteen he was educated at a private school and then spent four years at Wellington College. He travelled for a time on the continent, and, after two years at Cambridge, decided to take up the profession of Marine Engineering, for which he had special opportunity as his father operated and owned several steamships. For a year he worked in the engine and machine shops, but an entirely new turn was given to his career in 1880, when he was sent out by his father to look after his interests in the Canadian West. Yet so rapidly and success-



fully did he adapt himself to the new work that when the managing partner, Mr. Eden, withdrew three years later, he was ready and fitted at the age of twenty-four to take over the management of a large wholesale business, the ramifications of which extended over a quarter of the continent. This was the time of re-action after the famous boom, when many old and wealthy institutions went to the wall, but Mr. Stobart showed such ability and sound judgment that the business went on steadily increasing. In 1899 Mr. William Stobart divided his interest in the business among his four other sons and the business was turned into a limited liability company, with Mr. F. W. Stobart as President and general manager. Mr. Stobart has never identified himself with political movements but has been active in promoting the interests of Winnipeg. He is Vice-President of the Canadian Fire Insurance Co., a member of the Advisory Board for Manitoba of the Edinburgh Life Insurance Co., a Director of the Winnipeg General Hospital and of the Auditorium Rink Co.

Mr. Stobart was married in 1885 to the daughter of the late C. J. Brydges, who was for years manager of the Land Department of the Hudson's Bay Co., and before that manager of the Great Western Railway of Canada. He is a member of the Church of England.



ANDREW STRANG, WINNIPEG

In the commercial history of the Province and Northwest, Andrew Strang will long be remembered as one of the pioneers of the city of Winnipeg, and who took an active part in the early industrial life of the young Province of Manitoba.

Born in Montreal, Que., on the 9th March, 1849, the son of the late Struthers Strang, one of the firm of Robertson, Masson & Strang, general merchants, Montreal, and Janet Ferrie, daughter of the late Hon. Adam Ferrie, then of Montreal and later of Hamilton, Ont., and of Scottish descent, he was educated at Hamilton, where he lived with his maternal grandfather after his father's and mother's death. At sixteen he entered the office of the Grand Trunk Ry. at Toronto, and there got his first business training, which afterwards proved of value to him in his commercial and municipal career.

In 1868 he went to Winnipeg, then Fort Garry, as the representative of a syndicate of Hamilton merchants; eighty miles north of St. Paul, Minnesota, was then the end of the railway, requiring a drive of some five hundred miles to reach his destination. Recognizing

the great future of Western Canada, after acting as resident agent of his Hamilton principals for one year, he became manager of the large mercantile business of the late Hon. A. G. B. Bannatyne in Winnipeg. Retaining this position until 1881, he, along with one of Mr. Bannatyne's sons, bought out the business and carried it on as wholesale groceries and liquor under the firm name of Bannatyne & Co., and in 1885, young Bannatyne retiring, the business was continued by him alone, as Strang & Co., which he has successfully continued exclusively in the wholesale liquor line to the present day.

Interested in the progress and development of the home of his adoption, as a young man of 25 he was elected to the first Council of the newly incorporated city of Winnipeg in 1874, and was Chairman of the Finance Committee for that year, retiring from active municipal politics until 1881, when he again became an Alderman.

From the conduct of his business he found time to interest himself in matters of material benefit to the whole community, both commercial and charitable. In 1882 he was one of the promoters of and acted as Secretary of the Hudson's Bay Railway, an active member of the Winnipeg Board of Trade since 1883, Vice-President for one year and Treasurer for six years. A member of the Exhibition Board for seven years, for two of which he was Vice-President and President; Past President of the Northwest Commercial Travellers' Association, and one of the Directors of the Winnipeg General Hospital, President and a member of the Winnipeg Liberal Association, he has never sought political honors, but throughout the Province he is known as a man of judgment and executive ability, not only in commercial affairs, but in matters affecting the welfare of Canada at large.

A member of the Church of England, he was married in 1870 to Ann Harriett, daughter of the late Thos. Sinclair, of St. Andrews, Manitoba, for years a representative of Assiniboia Territory under the form of government instituted by the Hudson's Bay Co. He has ten children, two of whom Algernon, and Walter, are associated with him in business.

JAMES T. GORDON, M. P. P., WINNIPEG

In the lives of but few Canadians is the result of pluck and enterprise more marked or more satisfactory than in the case of Mr. James Thomas Gordon, member of the Manitoba Legislature for the constituency of South Winnipeg, and president of Gordon, Ironside & Fares, Limited, which company have the largest abattoir in Canada. Mr. Gordon did not find himself, when he left school, the Armour of Canada because of inherited fortunes, but every step in the upward path of success he has hewed out for himself from the hill of experience. Mr. Gordon was born in the town of Tweed, Ontario, near Peterborough, on December 24th, 1859. His father was John Gordon, of Irish descent. He attended school at Tweed until the age of eighteen, when he began life by working on a farm. This district of Ontario is a good one to be born and reared in, but, as was said of the birthplace of a famous American, it was a good one for an ambitious young man to get away from. The country about Tweed is high and healthy, ensuring a good, vigorous constitution, which is the basis of all success, but at that time, before manufacturing had developed, its small and somewhat rocky farms were too narrow fields for boys of pluck and energy.

When Mr. Gordon attained his majority he started for the West, and landed in Winnipeg in 1880. For two years he worked in a retail lumber yard, and then started a yard for himself at Manitou, Manitoba. This venture prospered so that in 1886 he was able to open a branch yard at Pilot Mound and launch out into the shipping of cattle and grain. At this time Mr. Robert Ironside was dealing in cattle in that district, and with him Mr. Gordon in 1890 formed a partnership under the firm name of Gordon & Ironside. In the following year they made their first shipment of 1,500 cattle to England. This was a big shipment for those pioneer days, and the courage of the pioneers was rewarded with a steadily increasing trade, so that in 1897 the firm was further increased by the taking in of Mr. W. H. Fares, and later made a joint stock company, with Mr. Gordon as president. In 1898 they built at Winnipeg the largest and best equipped abattoir west of St. Paul, with a capacity for 250 cattle, 250 sheep, and 500 hogs per day. In 1900 their shipments of live cattle to England reached the total of 50,000 head, while a large number of



cattle, sheep, and hogs were required for their dead meat trade in Quebec, Ontario, Manitoba, the Northwest Territories, and British Columbia.

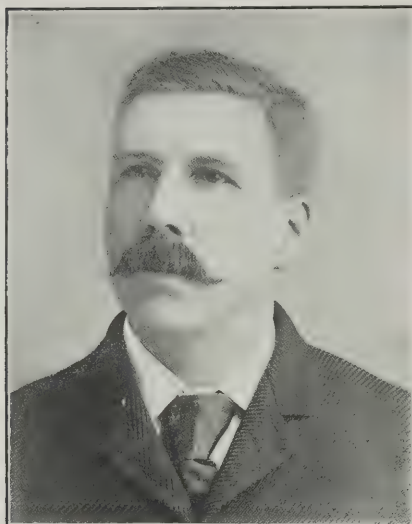
To handle this trade more effectively, branch houses with cold storage plants are located at Rat Portage, Fort William, Sault Ste. Marie, and Montreal, supplies being received by an organized refrigerator car service.

To each officer a special field is given, while Mr. Gordon superintends the operation of the whole from Winnipeg. Mr. Robert Ironside lives in Montreal to look after the export shipping, Mr. Fares superintends the ranches and purchase of cattle in the West, while Mr. Alfred Ironside, in Liverpool and in Birkenhead, looks after the trade in England.

On the company's ranches on the Red Deer and Little Bow rivers about 15,000 cattle and 1,600 horses are raised, while thousands of head are purchased yearly from other ranches. In the conduct of its business the company employs from 1,600 to 1,700 men during the season.

Mr. Gordon was elected for South Winnipeg as a supporter of the Conservative Government by acclamation in 1900, and is now devoting a considerable part of his time and energy to public life.

He is a Mason, a Methodist in religion, and was married in 1886 to Merle, daughter of James Baldwin, Esq., of King, Ont.



MR. WILLIAM WHYTE, WINNIPEG, MAN.

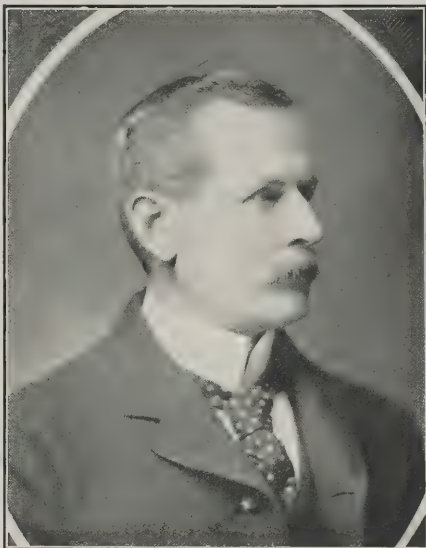
Few men know more about railroading or have learned it more thoroughly from the very foundation up than Mr. William Whyte, assistant to the President of the Canadian Pacific Railway, with headquarters at Winnipeg. Like many other leaders in the business and transportation world, Mr. Whyte claims Scotland as his native land, having been born in Charleston, Scotland, December 15th, 1843, where his father, William Whyte, was a coal merchant. He attended the schools at Charleston until seventeen, when he secured a position as junior clerk in the office of the Factor of Lord Elgin's estate, which post he filled for two years. In May, 1862, he entered railroad work as station agent on the West of Fife Railway, with which company he remained a year, and then came to Canada. For twenty years he faithfully served the Grand Trunk Railway, at a period when relationship with English directors was supposed to be one thing powerful for advancement, and in that time he rose from brakeman to be Superintendent. The record shows no sudden leaps, but a steady climbing upward by the force of sheer ability. The list of posts held is instructive: eight months as brakeman; two years as freight clerk at Cobourg, Ont.; five

months freight clerk at Toronto; one year foreman of freight department, Toronto; one year yardmaster at Toronto; two years conductor; six months night station agent at Toronto; three and three-quarter years station-master at Stratford; six years station-master and freight and passenger agent at London, Ont.; nearly a year freight agent at Toronto. This brings the record down to the latter part of 1881, when his administrative abilities were recognized by the Grand Trunk appointing him Assistant Superintendent of the Central Division from Kingston to Stratford, including the Galt and Waterloo branches. In April, 1883, he left the Grand Trunk to become General Superintendent of the Credit Valley Railway. In October of that year the Credit Valley became part of the growing Canadian Pacific Railway system, and from that month to the following May he was General Superintendent of O. and Q. Division, which included the C. V. R. and the Toronto, Grey and Bruce. In May, Mr. Whyte was made General Superintendent of all lines in Ontario west of Smith's Falls. In May, 1885, the Eastern Division, reaching to Quebec, was added to his superintendency. Construction was being rapidly pressed on in the West, and when the call came in October, 1886, for a man able to cope with the work of this great and growing division, extending from Port Arthur and the prairies, and on to the Rockies, the choice fell upon the man who had so well grappled with the growing system in Ontario, and Mr. Whyte was made General Superintendent of the Western Division, with headquarters at Winnipeg. Many new problems here presented themselves, and on no occasion was the man at the head found wanting. After a long and full ten years' work he was made General Manager of all lines and branches from Lake Superior to the Pacific Coast. In 1901 he was advanced to the position of Assistant to the President, and relieved from all routine work in order to look after the extension of the system in the West, the encouragement of settlement and development of trade—in a word, to the advancement of the C. P. R. and the development of the Canadian West. With these objects in view, Mr. Whyte made a trip through Russia over the nearly-completed Trans-Siberian Railway, and upon returning to Canada pointed out how Canadian trade with Russia might be extended.

Mr. Whyte was married in 1879 to Miss Jane Scott, daughter of Adam Scott, Esq., of Toronto, and to them five children have been born. Mr. Whyte is a member of the Masonic Order and of the Presbyterian Church.

GEORGE FREDERICK GALT, WINNIPEG

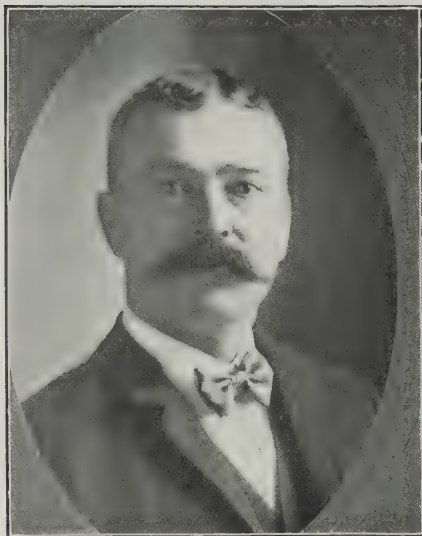
A member of a family that has made its mark in the political, professional and commercial history of Canada, George Frederick Galt was born on the 1st March, 1855, in the City of Toronto. The son of the late Chief Justice and Frances Louisa, daughter of the late James Marshall Perkins, R. N. Sir Thomas Galt, a nephew of the late Sir Alexander Galt and grandson of John Galt, the distinguished Scottish novelist and close personal friend of Lord Byron, who came to Canada as Commissioner of the Canada Land Company and was a material factor in the settlement and progress of Western Ontario, he was educated at Galt Collegiate Institute, in the town named after his distinguished grandfather, under the supervision of the late Dr. Tasse, and upon the conclusion of his studies entered into commercial life which he has since followed. In 1882 he formed a partnership with his cousin, John Galt, son of the late Sir Alexander Galt, under the firm name of G. F. & J. Galt, importers of teas and groceries, in the City of Winnipeg, Manitoba. The rapid development of the Canadian West and the consequent increase in the firm's operations necessitated different branches being opened in Toronto, Vancouver, Calgary, Edmonton and Prince Albert to facilitate the transaction of a business which has become almost national in its proportions. Bearing a peculiarly fortunate reputation for a high standard of commercial honor, the firm of G. F. & J. Galt, particularly throughout Manitoba and the Northwest Territories, holds a position in the commercial world of the Canadian West unrivalled, except it may be by the Hudson's Bay Company, and the success met with is owing probably as much to that reputation as to the sterling business qualities and far-reaching enterprise of the members of the firm itself. Besides his great interest in the business of which he is senior partner, Mr. Galt is materially and officially connected with some of the most prominent financial institutions of Canada, and is a Director of the Canada Permanent and Western Canada Loan Corporation, and Vice-Presi-



dent of the Great West Life Insurance Co., Winnipeg.

A strong personality in the social and business life of the City of Winnipeg, where he has made his home, he is a considerable factor in the commercial progress and social amenities of the Canadian West.

Married in 1883 to Margaret Smith, daughter of Richard Smith, Esq., at Montreal, he has four children, Edith Frances, Marjorie, Alice Margaret and Louisa. A member of the Church of England, and actively interested in the charitable institutions of the City of Winnipeg, he is known throughout the Province of Manitoba, not only as a successful and enterprising merchant, but an ardent supporter of manly sport, and much of the success met with by the Winnipeg Rowing Club both in aquatic contests and as a manly recreation for the young men of the West, is largely due to his unselfish and untiring efforts. Wide as is the field over which the business of the firm of which he is senior partner extends, and varied as the people and the nature of the country may be with whom and in which that business is transacted, the firm name of G. F. & J. Galt is a synonym, of honorable dealing and legitimate enterprise.



HON. DAVID H. McFADDEN, M.P.P., WINNIPEG

Hon. David Henry McFadden, Provincial Secretary of Manitoba in the Government of Hon. R. P. Roblin, is one of those men who have forged to the front, both in his profession and in the councils of the country by intelligent and determined application, and by sound judgment and foresight as to the place where their labors would be most useful.

Mr. McFadden was born in Peterboro County, Ont., February 17th, 1856. His parents, Wm. McFadden and Alice Hanbridge had come from Ireland to take up land in Canada, and in 1862 they settled at Allenford, in Bruce County.

Here Mr. McFadden attended school until he was old enough to assist on the farm, when his schooling was confined to the winter session. But he was determined not to be kept back through lack of education, and before he was twenty he had saved enough money to pay his way through the Toronto Veterinary College, which he entered in 1878 and graduated from in 1880. Manitoba was just opening up when he graduated, and it did not take him long to decide that his field lay in the West. In the fall of 1880 he went to Mani-

toba and settled at Emerson, the "Gateway City," one of the most famous towns of Manitoba during the boom, and now the centre of a rich and steadily growing agricultural district.

The next spring occurred the famous flood, and the equally famous "boom," and when both had receded many new-comers left Manitoba disheartened, never to return. But Mr. McFadden was not thus easily daunted, and with faith in the country stuck to his profession and to the work of building up Manitoba, and has seen his faith and his labors abundantly justified. Perhaps no town was hit harder by the collapse of the boom than Emerson, owing to the town having obligated itself and done its part to aid railway undertakings which were never carried out as originally contemplated, and as it was solemnly promised they would be. Nevertheless, the citizens have worked on steadily and made their town one of the best and prettiest in the Province, and in this work no small share was undertaken by Mr. McFadden.

From 1884 to 1897 he was a member of the Dominion Board of Quarantine, established for the inspection of live stock passing between Canada and the United States, and on this Board rendered signal service to the country. He entered Provincial politics in 1892, after having been successively School Trustee, Councillor and Mayor of Emerson. He stood as a Conservative, and was elected in opposition to the Government of Hon. Thos. Greenway, and at once became one of the leaders of the Opposition. He was returned again in 1896 and in 1899. In the latter election the Conservatives were returned to power and Mr. McFadden was made a member of Hon. Hugh J. Macdonald's Cabinet as Minister of Public Works. He held the same Portfolio in the succeeding Roblin Government until December 20th, 1900, when he exchanged it for that of Provincial Secretary. Mr. McFadden is, perhaps, most widely known through his connection with the Orange Order, of which he is now the Grand Master for Manitoba. He has travelled throughout Canada in connection with the Order, and is recognized as one of the leaders of Orangeism in British North America. He is also a Mason, a Workman and an Independent Forester.

Mr. McFadden was married in 1885 to Emma, daughter of Thomas Storey, Esq., of Rosemont, North Dakota, and has five children.

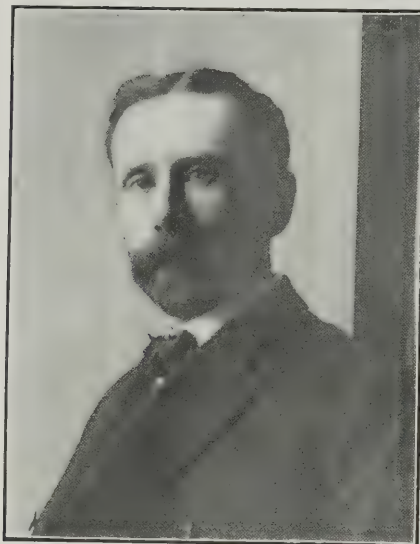
J. A. M. AIKINS, K. C., WINNIPEG

Before the world was well awakened to the possibilities of the Canadian West, and before the construction of the Canadian Pacific Railway became assured, James Albert Manning Aikins realized with keen foresight the opportunities which would come to the professional man in the new Canada opening up in the West. As one of the leaders of the Bar of Manitoba and solicitor for some of the most important interests therein, and a man of prominence in public affairs, the casting of his life in with that of progressive Western Canada, has had its outcome at middle age in professional and financial success given to few.

The son of the Hon. James Cox Aikins, Secretary of State and Registrar-General from 1869 to 1873, and again in 1878, which Portfolio he exchanged in 1880 for that of Inland Revenue, and in 1882 appointed Lieut.-Governor of the Province of Manitoba and of the District of Keewatin, and upon the expiration of his term of office a second time called to the Senate of Canada in 1896, and his wife Mary Elizabeth Somerset, the subject of this sketch was born in the County of Peel, Ont., on the 10th of December, 1851. Educated at Richview, Brampton Grammar School, Upper Canada College and Toronto University, where he graduated in 1875, he became a student of Law in the office of Matthew Crooks Cameron, and also that of Mowat, McClennan & Downey, in Toronto, and was called to the Ontario Bar in 1878. In 1879 he went to Winnipeg, where he has since resided. Success came quickly to the young lawyer. Few members of the Western Bar have held more responsible Solicitorships. Mr. Aikins is Counsel for the Canadian Pacific Railway Co. throughout the Western Division, of the Dominion Express Co., Imperial Bank, Bank of Ottawa, Canadian Fire Insurance Co., The Great West Life Assurance Co., Canada Permanent & Western Canada Loan Co., Manitoba North West Loan Co., Scottish American Investment Co., and Lord Brassey's interest in the Canadian West, etc. From 1879 to 1896 he acted as Counsel for the Department of Justice. In 1880 he was appointed by the



Dominion Government one of the Royal Commissioners to investigate and report on the administration of Justice in the Northwest Territories. In 1900 he was Counsel for the Government of Manitoba under the leadership of Mr. Hugh John Macdonald, drafting the Manitoba Liquor Bill, which upon appeal to the Privy Council of Great Britain was decided to be constitutional. A strong platform speaker, as well as a successful advocate at the Bar, he has declined all offers of political preferment, but in critical and momentous times in the history (political) of Manitoba he has shown his forcefulness as an eloquent political factor, notably in the campaign of 1896, when the Province of Manitoba returned a majority of the supporters of the Tupper-Bowell administration on the Manitoba School Question. A Methodist, he has taken an earnest interest in educational and social advancement, as first President of the Y.M.C.A., from 1879 to 1882, Chairman of Wesleyan College, Honorary Bursar of Manitoba University, 1884, and a member of its Executive Committee since 1880. Mr. Aikins is a King's Counsel, a Bencher of the Manitoba Law Society since 1886, and has been successfully its Secretary, Treasurer and President.



REV. CHARLES W. GORDON, WINNIPEG

It is not given to many men to achieve success in two fields, yet in the case of the Rev. Charles W. Gordon, Pastor of St. Stephen's Presbyterian Church, Winnipeg (otherwise Ralph Connor, author), when his ancestry and early associations are considered, it seems natural that he should require more than one avenue in which to give expression to his life. Mr. Gordon is the son of the Rev. Donald Gordon, sent out to Canada by the Free Church of Scotland, and who labored with much success for 19 years among his countrymen, the sturdy Highlanders, hewing out homes for themselves in the forests of Glengarry County, Ont. Here Mr. Gordon was born April 13th, 1860. His mother was the daughter of the Rev. James Robertson, of Sherbrooke, a woman of exceptional culture and firmness of character, and a member of a family which has given distinguished members to the Quebec Bar, one of whom, her brother, Hon. Joseph Robertson, was for many years Provincial Treasurer of Quebec. Mr. Gordon first went to a little log school in Glengarry, and played about amid the scenery of giant pines and hemlocks, which forms the back-

ground of his greatest literary work. When he was still young his father was called to another charge in Harrington, Oxford County, where he finished his public school course. Entering St. Mary's High School, he matriculated for Toronto University in 1879. He taught school for a year and a half after this, but kept up his work so well that he graduated with first-class honors in 1883. At Varsity, as might be suspected from the muscular Christianity of his books, he was an ardent follower of manly sports, and a member of the championship Rugby football team. After graduating he taught for some time in Chatham High School, and then entered Knox College, where he acted as tutor in the preparatory course, and was also one of the masters on the staff of Upper Canada College. He was, besides, during part of the time, President of the Literary Society and editor of *Knox College Monthly*. During one of his vacations he was stationed at Cartwright, Man., and thus made the acquaintance of the prairies. Overwork at college undermined his health, and at the close of his course in 1887, instead of going to the Chinese mission field, as intended, he went for the sake of his health upon a bicycling tour through Southern Europe, and on his return was sent to the mission at Banff, where he saw the types of men, cowboys, miners and lumbermen he has worked into his books. He went to Scotland in 1893, spending part of the time in study and part in awakening the Church there to the needs of the West. He became an author almost unconsciously by contributing a series of papers to the *Westminster*, which papers grew before the close into the successful book "Black Rock." The "Sky Pilot," a tale of the foothills, followed in much the same way, but the big publishers who had looked indifferently at "Black Rock," competed eagerly for the succeeding book, and this competition was still more pronounced in the case of his last book "The Man from Glengarry."

Mr. Gordon was married in 1899 to the daughter of the late Dr. King, Principal of Manitoba College. Though he has received many flattering offers to devote himself to literature, he has determined to continue in the work of the ministry.

HON. JOHN N. KIRCHHOFFER, BRANDON

Hon. John Nesbitt Kirchhoffer, Senator, was born at Ballycourney, County Cork, Ireland, on May 5th, 1848, of which parish his father, the Rev. Richard B. Kirchhoffer, was rector. He was educated at Marlborough College, and came to Canada and resided with his uncle, Nesbitt Kirchhoffer, K.C., of Port Hope, Ont. While reading law with his uncle there, he took part in the suppression of the Fenian Raid, being Ensign and afterwards Captain in the 46th Battalion. His law studies were continued at Port Hope and Toronto, and he was called to the Bar in 1871. He practised at Port Hope until 1883, when he joined the number of young Eastern Canadians who went to Manitoba to develop the great West. His work in that development was that of a leader, for he went out in advance and located the Plum Creek settlement of 240 settlers, 150 from Ontario, and 90 from his native country, Ireland. He was called to the Manitoba Bar in 1884, but continued to live with the settlement for three years, until he saw it successfully established, when he moved to Souris and practised law there until 1890, when he removed to Brandon. During this time he was constantly called to accept office at the hands of his fellow-citizens. He was successively Reeve and Mayor of Souris, and a member of the Western Judicial Board, of which he subsequently became Chairman. He sat in the Manitoba Legislature in the formative years 1886-8, and was called to the Senate December 16th, 1892. In the Senate his administrative ability was at once recognized, and for six years he occupied the position of Chairman of the Internal Economy Committee, for two years he was Chairman of the Divorce Committee, and in the session of 1900 had charge of Canadian Northern Railway Bills.

In 1885 Senator Kirchhoffer was appointed to his present position of Manager of the Manitoba branch of the Imperial Loan and Investment Co., and has placed for that institution \$1,500,000 in preferred loans in Manitoba. He is district Manager for the Lands Department of the Hudson's Bay Company, district Manager for the C.P.R. Land Department, which office he has held for 16 years, Solicitor for the Bank of Hamilton, a director of the Gold Crown Mining Co., operating the mine of the same name at Greenwood, B.C.,



and has been for many years a director of the Western Manitoba Agricultural Society.

Such a record as this would seem to be sufficient to cover the most active life, but Senator Kirchhoffer has a reputation as a sportsman which extends beyond the bounds of Canada. From 1874 to 1884 he was identified with the athletic life of the Dominion. He was Captain of the Canadian Cricket Team, which successfully competed in the International series of games with English, Australian and U.S. teams, and was for several years Captain of the Canadian Football Team in International contests. He maintains a shooting lodge on Lake Manitoba, known as York Lodge, which is the greatest hunting grounds for ducks, geese and water-fowl in the world. During the Canadian tour of the Prince of Wales in 1901, the Prince was the guest of Senator Kirchhoffer, York Lodge, October 6-8. The lodge controls a marsh 5x16 miles in extent, and over this the Royal party, consisting of the Prince of Wales, Prince Alexander of Teck, Lord Minto, Governor-General, the Duke of Roxburghe, Lord Crichton, Lord Wenlock, Sir Charles Cust and Major Maude, bagged 603 ducks in two days' shooting.

Senator Kirchhoffer has been twice married, first to Ada, daughter of the late Dr. Wm. Smith, of Port Hope, and second to Clara, daughter of the late Rev. J. B. Howard. In religious belief Senator Kirchhoffer is a member of the Church of England.



JAMES H. SCHOFIELD, PINCHER CREEK

One who "bore the heat and beat of the day" in the early settlement of the great Canadian West, and through his own personal efforts has become a man of consequence in the community in which he lives, is James H. Schofield. The son of Harmon S. Schofield, a Canadian by birth, and a merchant doing business in Durham, Ont., and Janet Hunter, his wife, a native of Scotland, he was born on the 20th of March, 1858, at Durham, in the County of Grey, Ont. His opportunities as a boy of tender years for attending school were limited, and after leaving the Public School of Brockville, Ont., at the early age of ten he became errand boy in a general store, where he remained until he was 12 years of age, and he supplemented his early elementary school training by attendance at a night school for the two years of his residence in Brockville. At the age of 14 he entered the employ of an uncle, who conducted a general hardware business in the town of Mount Forest, Ont., and remained for two years when he was offered a position

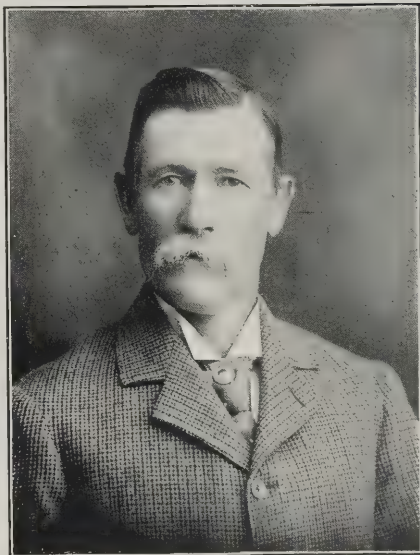
in the wholesale drygoods business of Messrs. Henry Morgan & Co., of the city of Montreal, in the Province of Quebec, and for two years remained with that firm as salesman. In the year 1874 he returned to the scene of his boyhood days, Brockville, as bookkeeper for Messrs. James Hall & Co., glove manufacturers, and continued in their employ until the news of the vast possibilities of the Canadian Northwest, hitherto almost unknown as a field of settlement, was beginning to be understood by the people of the Eastern Provinces. The young and vigorous life of the plains appealing to him with all its charms of possible adventure and stirring action, he enlisted at Ottawa under Major Walsh, and became a trooper in N.W.M. Police, and was sent to the McLeod district in Alberta. After completing his full term of service, and recognizing the possibilities of the stock-raising industry, for two years he worked as a cattle rancher until he mastered thoroughly the business in all its phases. In 1883 he engaged in mercantile business near Moose Jaw, during the construction of the Canadian Pacific Railway, moving on, as the construction advanced westward, to Medicine Hat. In 1883, he went to Pincher Creek and opened a general store under the firm name of Schofield & Hyde, selling out in 1888 to the Hudson's Bay Co. In the same year he began ranching operations on the Lake Marna Ranch, Alberta, and was a cattle-breeder and rancher until 1895, when he sold out and started his present business as Schofield & Co., at Pincher Creek. During the Riel Rebellion of 1885 he was a member of the Rocky Mountain Rangers, and from 1884 to 1890 was Postmaster of Pincher Creek.

A Liberal in politics, and supporting the Haultain Government, he is a member of the Masonic Order A.F. & A.M., a member of the I.O.O.F., and also of the A.O.U.W.

A Presbyterian in religion, he was married in 1888 to Edith McClement, daughter of Hugh McClement, of Murvale, Ont.

JOHN BENJAMIN SMITH, MACLEOD, N. W. T.

Among the pioneer ranchmen of the Canadian Northwest Territories who have done and are doing so much for the stock-raising business of the West, and by unquestioning faith in the future, practical experiment in the past and assiduous efforts in the present, are showing to the world the vast possibilities of Western Canada as a stock-growing country, is John Benjamin Smith. The first rancher in the Northwest Territories to bring in cattle for grazing purposes from the United States at a time when such an experiment was looked upon doubtfully, he has had the satisfaction of proving to the world that his foresight was not an impracticable dream in the herds upon herds of cattle now scattered throughout the plains of Alberta. The son of Joseph Smith and his wife Margaret McElroy, he was born in the County Tyrone, Ireland, on the 1st of May, 1840. Educated at the public schools of Fort Wayne in the State of Indiana in the United States of America, when a boy of thirteen, he for two years travelled through many of the States of the American Union. Returning to Fort Wayne, he learned the trade of shoemaking, and at 18 started in life on his own account, working in the cities of Chicago and St. Louis. In 1860 he went to Council Grove in Kansas and engaged in the fur trade, buying the skins from the Indians for a St. Louis firm. In 1860 he became overseer on a hemp plantation at Waverly in the State of Missouri. Upon the outbreak of the great war of secession, through force of circumstances he was compelled to join the Confederate Army and was made First Lieutenant of "A" Company of the Second Missouri Regiment. He served under General Joe Shelby in the Missouri campaign until, reaching Lexington, Missouri, he had an opportunity of leaving the service in which he had been forced to serve. Travelling to Springfield in the State of Illinois, he acted as Drill Sergeant in the Union forces for a time and then returned to Fort Wayne. In February, 1862, he enlisted in Co. "E" 19th United States Army, and served throughout the Civil War and received his discharge in 1865 as



Second Lieutenant of Company "H," 19th Regiment of the Regular Army of the United States. Upon his return to civilian life, after acting as the city salesman of a jobbing firm at Memphis, Tenn., he went in 1866 to Diamond City, Montana, and began placer mining for gold. In 1872 he went to the Peace River in search of gold, returning to Montana in the following year where he started cattle ranching in the Sun River country with 1,100 cattle. In 1876 he moved with his cattle to Alberta and began his ranching in Canadian territory on Belly River. Successful in his enterprise, he sold his cattle in 1881 and entered into mercantile business at Fort McLeod. Selling out in 1891, he again began a mercantile business in the town of Lethbridge, which he continued until he sold out in 1895 and retired from mercantile life. A typical Western man, he held also the mail contract between McLeod and Lethbridge for 11 years, and was the Government contractor for hay for the Northwest Mounted Police.

A Presbyterian in religion and a Liberal in politics, he is a member of the Executive Committee of the Liberal Association of the McLeod District, and is also a member of the Masonic body A.F. & A.M., and of the Ancient Order of Foresters.

DAVID J. GRIER, MACLEOD, N. W. T.



CANADIANS are beginning to understand how much they owe to the sturdy manliness and robust faith of the older settlers of the older provinces of the Dominion. The story of the settlement of the great Northwest prairies of Canada has yet to be fully told. It is being worked out in the lives of the farmer, the rancher, and the miner of the West. Some of the first chapters are completed, but there are others not yet ended which contain the lifework of the pioneers of Western industry. Agriculture is not long past the experimental stage in the Province of Manitoba and large portions of the territory of the Northwest Territories of Canada, and stock ranching in many extensive districts has been shown to be profitable and the probable source of great wealth in the near future. In the southern part of the district of Alberta, with its temperate climate, the question of irrigation now being freely discussed on the eve of practical exploitation is an important one, and to the public spiritedness and enterprise of the men of that district much of the success of that portion of Canada as a grain-producing country, as well as a grazing district unrivalled throughout America, depends. The West has been fortunate in her leaders and in the person of David J. Grier, Mayor of the town of Macleod, it has a representative Canadian who not only thoroughly understands the conditions of the country from practical experience, but early in life had the energy and public spirit necessary to materially assist in matters of import in his country's welfare. Himself

the son of a pioneer, his father, James Grier, native of Ireland, having settled in the County of Grey, in the Province of Ontario, in the settlement afterwards known as Griersville, and married Mary Johnson, his mother, who was a Canadian, he was born at Griersville on the 15th of January, 1857. Educated at the local school until the age of fourteen, and then at the Grammar School of Wiarton, Ontario, until twenty, he enlisted at Toronto in the Northwest Mounted Police in February, 1877, and in July of the same year was transferred West via Duluth, Minnesota and the Missouri River to Fort Benton, Montana, and the Missouri River, and thence to Fort Macleod. After the expiration of his three years' term of service in 1880, he was appointed Farm Instructor by the Indian Department of the Dominion Government, and for two years instructed in farming operations and acted as Farm Supervisor at the Indian Reserve, west of Macleod. In 1882 he invested his savings in a hundred head of cattle purchased in Montana, and began business as a stock raiser, having his ranch and headquarters in the Willow Creek district, six miles from Macleod, and his town house in Macleod. In 1900 he was elected a member of the Town Council of Macleod, and in 1901 was elected Mayor, by acclamation, and again in 1902 was similarly honored by his fellow-citizens. A Conservative in Dominion politics and a supporter of the Haultain Government in the Northwest Territories, he is Vice-President of the Macleod Agricultural Society and a member of the Western Cattle Growers' Association. A member of the Church of England, he was married in 1883, to Laura, daughter of Mr. Arthur Jones, lumber manufacturer, of Wiarton, Ontario, and has four children.

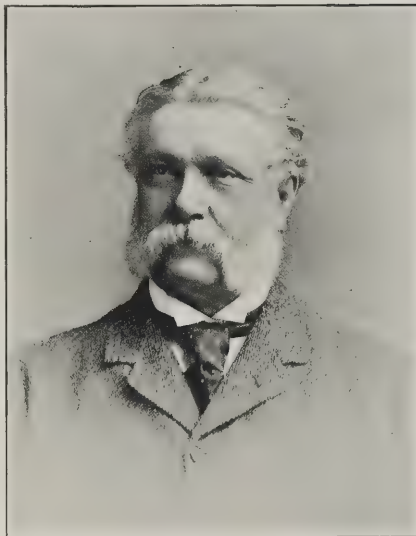


HON. EDGAR DEWDNEY, VICTORIA, B. C.

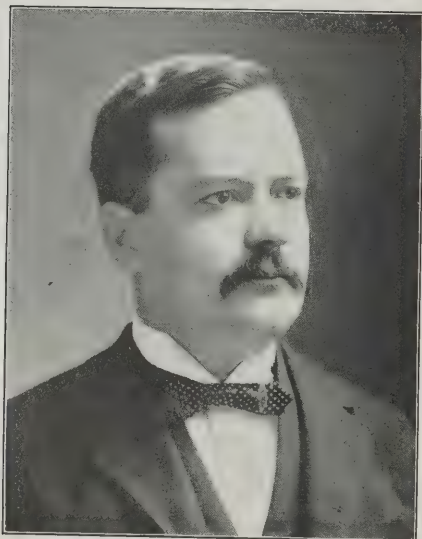
But few persons in the course of Canadian history have filled so many important positions and filled them so well, as Hon. Edgar Dewdney, of Victoria, who for forty years has been identified with the development of Canada. He was born in Devonshire, England, in 1835, and educated there as a civil engineer. Coming to British Columbia in 1859, he was employed by Sir James Douglas, the Governor of the Colony, and by Col. Moody, chief of the staff, and was placed in charge of the survey of the town site of New Westminster. After this beginning he was employed for many years in a professional capacity, and devoted much time to the exploration of parts of the country then little known. His capacity for leadership and administration was recognized from the time of his arrival in the colony, and in 1869, without his knowledge or solicitation, he was elected to the Legislature of the Province.

When British Columbia entered confederation in 1872, he was elected a member of the House of Commons. He sat as a supporter of Sir John Macdonald, and went with him into Opposition until the Conservatives were returned to power in 1879. In the early part of 1879 his knowledge of the western country and of the native races was recognized by his being appointed Indian Commissioner, and in 1881 he filled both this office and that of Lieutenant-Governor of the Northwest Territories. During his term of office occurred the Riel Rebellion of 1885, and it was owing to his personal influence that several important tribes remained loyal and strong allies of the Federal Government. He held these joint offices until called to the Cabinet August 3, 1888, as Minister of the Interior and Superintendent of Indian Affairs, as successor to the late Hon. Thomas White.

After the death of Sir John Macdonald, Sir John Abbott continued Mr. Dewdney as a member of his Cabinet, and he remained Minister of the Interior until October, 1892, when he resigned and was appointed Lieutenant-Governor of British Columbia. He occupied the office with great ability, and upon the completion of his term again took up the work of



developing the Province with which he has been so long identified. His many lines of activity show how extended his interests are. He is managing director of the Dewdney Canadian Syndicate, owning and operating mining properties. Among others they operate the Indian Chief group at Sidney Inlet, on the west coast of Vancouver Island, the Trafalgar Bar works on the Fraser River, and the town sites of Similkameen and Allison. Hon. Mr. Dewdney is also President of the Similkameen Lumber and Land Co., Canadian representative of the English owned Hastings British Columbia Mining and Exploration Company, and has been identified with British Columbia mining in its every phase since the very beginning of this industry. He is also Vice-President for British Columbia of the British Empire League, and an ardent supporter of the effort to get all Britons to realize what the term Empire means, and ought to mean, both for the Empire and for the whole world. Hon. Mr. Dewdney was married in March, 1864, to Jane Shaw, eldest daughter of Stratton Moir, Esq., tea planter, of Colombo, Ceylon, and is one of the leading laymen of the Church of England in Canada.



FREDERICK COATE WADE, DAWSON CITY

Of the younger men in Canadian public life, no one during the closing years of the nineteenth and the beginning of the twentieth centuries has been more prominent in the vanguard of progressive action and liberal thought than Frederick Coate Wade. The son of the late William Wade, Esq., for many years Manager of the Ontario Bank at Ottawa, he was born at Bowmanville, Ontario, February 26, 1860, and educated at Ottawa, Owen Sound and Toronto University, where he graduated in 1882. As an undergraduate he displayed deep interest in public affairs, and as editor of *Varsity*, and one of the editorial writers of the *Globe*, Toronto, gave evidence of that vigorous mentality which afterwards distinguished his career as counsel at the bar and political essayist.

In 1883 he went to Winnipeg, and continued the study of law, and was called to the bar of Manitoba in 1886. During the years 1886-87 he was the chief editorial writer of the *Manitoba Free Press*, which position he resigned to pursue the practice of his profession. Successful in his practice, he soon became a factor in the educational and political life of the young Province. A strong Liberal, he was,

in 1886, the first President of the young Liberal Association of Winnipeg, to which position he was re-elected in the following year. In 1889 he was a member of the Provincial Board of Education, and at the same time a member of the Council of Manitoba University and of the Winnipeg School Board. At that time the "Manitoba School Question" was of paramount political importance throughout the Dominion, and two pamphlets, "National Schools of Manitoba," 1892, and "The Manitoba School Question," 1895, were written by Mr. Wade, setting forth the position of the Manitoba Government on the most disturbing question that had come into Canadian political life since Confederation.

In 1897 he was appointed a Commissioner to investigate certain charges made in connection with the Manitoba penitentiary. A forceful character, a sound lawyer, and a man of resources, upon the institution of properly constituted courts and offices in the now quickly developing of the Yukon District, he was, on August 26th, 1897, by Order-in-Council, appointed Registrar of the Yukon Land Registration District, Crown Prosecutor for the entire Yukon District and Clerk of the Supreme Court of the Northwest Territories for the Yukon Judicial District.

On the 26th of February, 1898, he arrived at Dawson City. At the request of the Gold Commissioner and Land Agent at Dawson he became Acting Land Agent in addition to his other duties. On 7th July, 1898, he was appointed Legal Adviser to the Council of the Yukon Territory, and on the same date Legal Advisor of the Commissioner in Council and a member of the Council. On the 13th February, 1899, his powers as Crown Prosecutor were further enlarged. During his tenure of office Mr. Wade conducted all the important criminal prosecutions in the Yukon. By Order-in-Council, in 1902, he was specially appointed King's Counsel, having resigned all his positions except that of Crown Prosecutor, in order to devote himself to the large law practice of Wade, Congdon & Aikman, of Dawson City, of which he was until lately senior member.

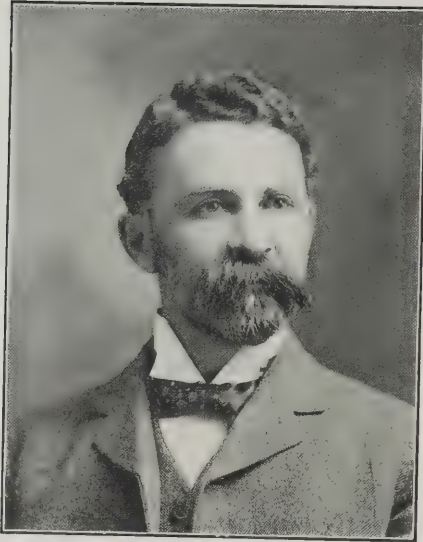
Mr. Wade was married in September, 1886, to Edith Mabel, daughter of D. B. Read, K.C., Toronto. His two children, a daughter and a son, are receiving their education in Toronto.

ARCHBISHOP MACHRAY

His Grace the Archbishop of Rupert's Land and Primate of all Canada, Robert Machray, D.D., is one of the most distinguished prelates of the Anglican Church, not only in Canada, but in the British Empire, and had he not come to Canada would unquestionably have occupied a leading position in the Church in the Motherland. Dr. Machray was born in 1831, in Aberdeen, Scotland, where his father, also Robert Machray, was an advocate. He was one of the most brilliant students who ever attended King's College, Aberdeen, and during his course and upon graduating in 1851 he carried off a number of prizes in mathematics and natural and moral philosophy. He then entered Sidney Sussex College, Cambridge, and graduated in 1855 as a Wrangler after a distinguished course, especially in mathematics. He was college prizeman in classics, mathematics, divinity, Latin theme, and English essay. Three months after graduating he was elected a Foundation Fellow, which office he still holds. He was ordained Deacon the same year, and Priest in 1856, by Dr. Turton, Bishop of Ely. He assisted the Vicar of Newton and Hawton for three years, and was then made Vicar of Madingly. Along with this he continued to carry on much other work. He was made Dean of his college in 1858, and was University Examiner in 1860 and 1861, and University Ramsden preacher in 1866. Besides this he was an honorary secretary of the Church Pastoral Aid Society, the Army Scripture Readers' Union, the Servants' Training Institution, and the Church of England Young Men's Society. In 1864 the Colonial Secretary asked Mr. Machray to allow his name to be placed before Queen Victoria as successor to Bishop Anderson of Rupert's Land, who desired to retire. In the following January he was formally notified of his appointment. He was consecrated in Lambeth Palace on St. John Baptist's Day, June 24th, 1865, the consecrating Bishops being Archbishop Longley of Canterbury; Bishop Tait of London; Bishop Harold Browne of Ely; Bishop Suther of Aberdeen; and Bishop Anderson, his predecessor. He received the degree of D.D. from Cambridge, and LL.D. from Aberdeen. Bish-



op Machray arrived in Fort Garry on October 12th, 1865, when, though his diocese stretched from Lake Superior to the Rockies, and from the U.S. boundary to the North Pole, including Hudson's Bay, Mackenzie River, and the Yukon, there were properly not ten thousand white people in that vast district. He threw himself energetically into the work, travelled by dog train and canoe all over the country, turned his house into a school, and re-established St. John's College. Since that time he has labored unweariedly for the Church, and has seen his diocese grow into a great ecclesiastical Province with the following nine Bishops: Rupert's Land, Moosonee (Hudson's Bay), Mackenzie River, Athabasca, Saskatchewan, Calgary, Qu'Appelle, Selkirk (Yukon), Keewatin, with a strong theological college and a large staff of clergy. Bishop Machray has never married, his undivided labors and devotion being given to the upbuilding of the Church and the laying of a strong educational and moral foundation in the great West. He has been head of the Provincial Board of Education since he was inaugurated, and Chancellor of the University of Manitoba since its founding, in which he took a leading part. In 1893, upon the consolidation of the Canadian Church, he was elected by his brother Bishops Primate of all Canada, and in the same year the Queen made him Prelate of the Order of St. Michael and St. George.



FREDERICK THOMAS GRIFFIN

The importance of the great Canadian West has developed important men. In fulfilment of the law of order that the occasion will find the man, the progress of the Canadian West has been accelerated by the genius, the foresight and comprehension of those who have much to do with the great problems of agriculture, education and transportation. Fertile as are the prairies of the West, and illimitable as are their resources, that prosperity would have been delayed if it were not for the genius of a Van Horne and the shrewd enterprise of a Strathcona. In less exalted positions, but still of sufficient moment to affect a young country's development, there are men who have, through their knowledge and ability, occupied offices in the Government and in the service of the great railway corporations, who have been of consequence in the era of progression that has marked the course of Canada in the last 20 years. Among these is Frederick Thomas Griffin, who holds the responsible

position of Land Commissioner of the Canadian Pacific Railway Company.

Born in the town of Watford, in the Province of Ontario, on the 29th of October, 1853, he was educated at the Public and High schools of the city of Hamilton, in the Province of Ontario. After the completion of his academic education, he was employed in a law office in the city of Hamilton, Ont., after which he entered the services of the Government of the Province of Ontario in the Department of Education in the year 1875 and remained therein until 1882 when he entered the service of the Canada Northwest Land Company. Early in 1883 he entered the Land Department of the Canadian Pacific Railway Company at the city of Winnipeg. Passing in time through the various gradations of that department in Winnipeg and receiving rapid promotion through the merits of his work, he received the appointment of Assistant Land Commissioner in June, 1890, which position he held with the increased confidence of his employers and the general public with whom he had to do business until September, 1900, when he was appointed to the onerous office of Land Commissioner of the Company he had served so long and well.

A member of the Church of England, Mr. Griffin married in September, 1878, Edna E., daughter of Charles Walker, Esq., of the city of Toronto, Ontario, at Toronto, and has a family of three children, Arthur, aged 22 years; Frank, aged 20, and Gerald, aged 13. Mr. Griffin resides in the city of Winnipeg, where the chief office of the Land Department of the Canadian Pacific Railway is situated. The wonderful progress of the Canadian West in the last decade and the consequent business accruing to the department of which Mr. Griffin has control, has enhanced the importance of an office always of moment in the settlement of the Great West, but now one of the utmost importance as to the future of the West, and Mr. Griffin has fulfilled the requirements of the post satisfactorily.

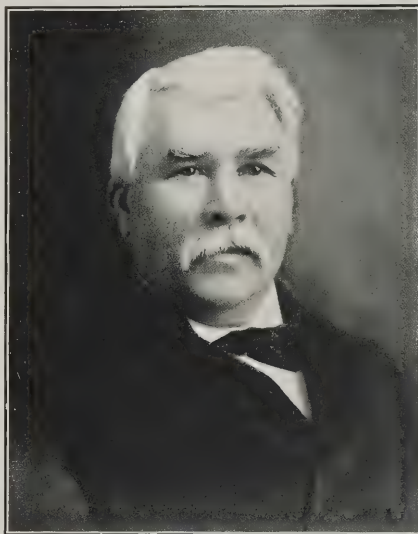


**HON. THOMAS ALFRED BERNIER,
ST. BONIFACE, MAN.**

Among the leading men of Canada of French descent, who have made their impress on the political and social life of the times, is Thomas Alfred Bernier. Born at Henryville, in the Province of Quebec, 15th of August, 1844, the son of the late Thomas Bernier and his wife Julie Letourneau, he was educated at the College of St. Hyacinthe. Entering upon the study of law he was, while a student of law at St. Hyacinthe, Que., elected President of L'Union Catholique. Called to the bar of Lower Canada in 1869, he practised his profession at St. John's, in the Province of Quebec, where for three years he was Crown Prosecutor. While living in St. John's he was elected President of St. Jean Baptiste Society. In 1880 he removed to the Province of Manitoba, In 1881 he was appointed Superintendent of Education (Catholic Section) of the Province, and held that important office until its abolition by the new school legislation of 1890.

A finished writer on current events, having edited as a young man the *Courrier*, of St. Hyacinthe, and deeply interested in the promotion of education, he devoted much of his time, apart from his official duties, to the furtherance of education, by contributions of his pen on educational subjects appropriate to the conditions, social and political, existing at that time in the West. Appreciation of his value as an educationist was shown in his adopted home by his appointment to the Senate of the University of Manitoba, of which he became Registrar, resigning upon his appointment to the Senate of the Dominion of Canada in 1892. He has since been reappointed to the Senate of the University of Manitoba as one of the representatives of St. Boniface College.

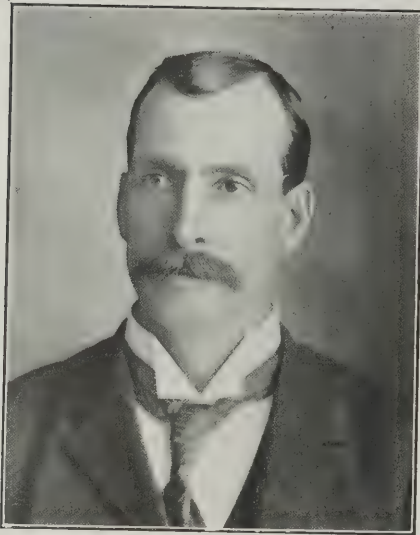
Mr. Bernier took an earnest interest in the welfare of the town of St. Boniface, Manitoba, where he has made his home, and upon its incorporation was its first Mayor, which office he has frequently been elected to by his fellow-citizens. Interested deeply though he was in educational matters affecting the country at large and his co-religionists in particular, he interested himself generally in affairs conduc-



ive to the progress of the West, and was President of a local Colonization Company, a member of the executive committee of the Provincial Board of Agriculture, a member of a commission to revise and consolidate municipal laws, chairman of the Eastern Judicial Board, and was the author of an able work on the agricultural resources of the country, "Manitoba as a Field for Immigration," which excited favorable criticism and was afterwards published by the Dominion Government in 1887. A series of notes by Mr. Bernier in connection with the career and discoveries of La Vevendrye, is of marked historical value to the student of the early history of America. At the time of the Manitoba School Question Mr. Bernier by voice and pen strongly contended that the legislation of 1890 was a violation of the Constitution, and advocated the redress of the grievances of the Catholic minority.

Married in August, 1871, to Malvina, daughter of Mr. I. Demers, of Henryville, Quebec. Of his seven children, two, Joseph and Noel, are barristers, the former being also the Member for St. Boniface in the Manitoba Legislature; two others have entered the clerical ranks, one is still a student at St. Boniface College, and his two daughters have just graduated at St. Mary's Academy, Winnipeg.

A Roman Catholic in religion and a Conservative in politics, Mr. Bernier is a representative Canadian of the highest and most scholarly type.



HON. JAMES JOHNSON, BOISSEVAIN, MAN.

The record of the life of Hon. James Johnson, of Boissevain, Manitoba, shows what pluck and energy can accomplish in a new and developing country like Canada, if a man will only seize opportunities when they come and strike out to find others when the local field does not offer sufficient room for development.

Mr. Johnson was born November 18th, 1855, on a farm near Mitchell, in Perth county, Ontario, upon which his father and mother had settled, upon coming from England in 1850. He attended the public schools at Mitchell, Ont., until seventeen years of age, but during the latter years only in the winter sessions. Mr. Johnson's father died when he was only eleven years old, and consequently the responsibilities of life fell early upon his shoulders. He assisted on the farm from that time, and at the age of seventeen took full charge of it. At the age of twenty he bought a small farm in Logan township and began for himself. Five years later he sold out at a profit, and after working a rented farm for two seasons he struck out for Manitoba in 1882. He bought a farm between Brandon and Boissevain, and for the next ten years devoted himself energetically to its cultivation

and to the mastery of the principles of prairie farming, which, rightly understood and followed, make agriculture profitable in Manitoba. Those ten years of hard and intelligent work resulted in good harvests, and in 1893 Mr. Johnson began to deal in wheat in a small way, and in 1894 he moved to Boissevain and devoted his attention more largely to the buying and shipping of wheat and the operating of elevators at Boissevain and Minto. This is in the heart of one of the best grain districts of Manitoba, and by courage and a thorough knowledge of his field and business, he has succeeded in this occupation, which requires more than average commercial acumen. This business was carried along with another which Mr. Johnson had developed as a branch of his farming, after going to Manitoba—the bringing up of horses from Ontario, to sell in the West. He has also branched out into a general mercantile business at Minto, where, besides his general store and grain elevator, he handles agricultural implements and lumber. Mr. Johnson entered politics in 1897, when he succeeded the late John Hettle, Turtle Mountain, as member in the Manitoba Legislature. Mr. Hettle had held the seat for several terms, and the riding was supposed to be solidly Liberal, but Mr. Johnson carried it by a good majority for the Conservatives and repeated this at the general elections in 1899, and was made a member of the Cabinet of Hon. Hugh Macdonald without portfolio. He did not join the Roblin Cabinet when Mr. Macdonald retired, but is one of the leaders in the House. Mr. Johnson was married in 1879 to Susanah, daughter of Edmund Oliver, of Mitchell. He has three sons, the eldest of whom is in charge of the business at Minto, while the others are yet at school and college. He is a prominent member of the Church of England, a Mason and an Independent Forester. Before going into Provincial politics he took an active interest in municipal affairs and was Councillor and Reeve, and has to his credit that he never in his 22 years of public service suffered defeat.

A man of sound business judgment in the prime of life, and respected by the people of his district, Southwestern Manitoba. Mr. Johnson is bound to figure to a still greater extent in the history of the Prairie Province.

NATHANIEL BOYD, M.P., CARBERRY

Nathaniel Boyd, M.P., for Macdonald, Manitoba, and President and Managing Director of the Boyd Ranching Co., Carberry, was born at Lachute, Que., July 9, 1853, the son of Hugh Boyd, a native of Ireland, and Marie Kilfoyle his wife, who, though born in America, was of Irish descent. His parents moving to Ottawa, he was educated in the schools of that city, and made his start in life as an operator in the office of the Montreal Telegraph Company. At the age of seventeen he was appointed to the charge of a branch office at the Chaudière Lumber Mills, Ottawa, and was promoted from one branch to another until 1876, when he was appointed operator in the House of Commons, where he remained until 1879. He then became chief despatcher and confidential clerk to Mr. M. J. Haney, the well-known railway contractor, who was engaged, in 1880-1, in building the C.P.R. main line between Cross Lake and Rat Portage. This brought him in touch with the great lumber industry of the Lake of the Woods, and under the firm name of Boyd & Crowe he became associated with Mr. Haney and Mr. G. R. Crowe in an extensive lumber business, with mills at Rat Portage and yards in Winnipeg. This firm continued until 1888. In the stirring times of the Riel Rebellion in 1885, Mr. Boyd's experience as a despatcher and railway contractor in grappling with and overcoming difficulties was called into play for the benefit of the country. The problem of the military authorities was to transport men and supplies from the railway line in the south across the prairie, covered with the melting snows of spring, to the scene of operations in the north. Mr. Boyd took the contract to take 262 tons of freight and 350 men, a detachment of the Seventh Fusiliers of London and the Midland Battalion under Col. Deacon northward from Swift Current. In four days he built 12 large scows which carried both the soldiers and the supplies, and in six days more, or ten days from receiving the contract, he landed the detachment at their destination, Clark's Crossing, after a voyage of over three hundred miles down the Saskatchewan River. In 1885, fully convinced of the future of the prairie country, Mr. Boyd had started into



sheep-raising near Carberry, with a flock of 1,500 sheep. After a few years' experience he disposed of his flock and turned his attention to the breeding of horses and Galloway cattle. This business has steadily developed since then, and in 1892 the business was formed into a limited liability company under the name of the Boyd Ranching Co. The headquarters of the company are at Carberry, and their stock farm, which consists of seven thousand acres, is about ten miles from the town. Here are bred all classes of high grade horses, Clydes, coach, standard bred and thoroughbred, and pure bred Galloway cattle. There are at all times from 250 to 350 horses and cattle on the farm.

Mr. Boyd was first elected to Parliament in the Conservative interest for the old constituency of Marquette in 1891, and when the boundaries were changed he was elected in 1896 for the constituency of Macdonald, and was again returned for the same in 1900, these elections testifying to his personal popularity. Mr. Boyd was married in 1878 to Miss Abbott, daughter of Mr. Francis Abbott, of Ottawa, and two children, a son and a daughter, were born to them. Mrs. Boyd died in 1886. Mr. Boyd is in the prime of life, and is devoting his energies on the one hand to the breeding of fine stock, and on the other to forwarding the interests of the West in Parliament. He is a member of the Church of England.



WILLIAM ROBINSON, WINNIPEG

Among the pioneers of transportation in the Province of Manitoba, and a man who by energetic enterprise and business ability has done much for the advancement of the industrial life of Western Canada, is William Robinson, of the city of Winnipeg. Born on his father's farm, near the city of Montreal, on the 22nd of December, 1849, he is the son of William Robinson, a native of the North of Ireland, and his wife, Jane A. Paton. Educated at the district school of his native place and at Fergus Grammar School, he, at the age of 19, began his life in railway construction work, and for several years was engaged on the air line of the Great Western Railway Company, at the city of Buffalo and at Fort Erie. As is the life of a railroading man, he worked on the different railways in Canada until the year 1875, when he secured a contract on the Canadian Pacific Railway in the construction of the railroad between Winnipeg and Rat Portage, and for several years was engaged in the business of railroad construction by contract. In 1878 he began the building of steamboats, and was the first man to place a steamer for public trade on Lake Winnipeg. Soon after he instituted a

regular steamboat service on the rivers. In 1881 he was the principal instrument in consolidating the several steamboat Companies doing business on the Red River and Lake Winnipeg, under the name of the Northwest Navigation Company, of which he became Manager, and subsequently President, which office he still retains. The building of several railroads along the banks of the rivers rendered steamboat competition therewith undesirable, and the operations of the boats of the Company are now largely confined to Lake Winnipeg, where a fleet of 20 steamboats, tugs, barges, etc., is of material assistance to the development of the settlement and industries of the district tributary to it. In 1885 Mr. Robinson began the manufacture of lumber at a mill erected on Lake Winnipeg, which he supplemented later by the building of another sawmill at Selkirk, which has become the headquarters of his lumbering operations. In 1898 he succeeded in amalgamating all the fishing companies doing business on Lake Winnipeg under the name of the Dominion Fish Company, of which he became President. The Company, of which he is still President, has seven branches and storehouses throughout the Dominion of Canada, and employ many thousands of men in the fishing and other operations during the season. Mr. Robinson also owns and conducts a general store, of which there are few larger in Manitoba, in the town of Selkirk, and has in the service of the Lumber and Navigation Companies which he controls, at Selkirk and around Lake Winnipeg, seven hundred men; is the President of two of the largest industries engaged in the development of the Northwest. Mr. Robinson is a prominent figure in the industrial progress of the West, and is a member of the Board of Directors for Manitoba of the Crown Life Insurance Company.

A Wesleyan Methodist in religion, he is a member of the Masonic Order A.F. & A.M.

Married in 1886 to Kate A. Easton, his three children are being educated in Winnipeg and in Upper Canada College, Toronto.

R. H. AGUR, WINNIPEG

Robert Henry Agur is managing partner of the western business of the great firm of the Massey-Harris Company, manufacturers of agricultural and farm implements.

Mr. Agur has had much to do with the progress and development of the resources of Canada. The son of Robert Agur, a native of Ireland, who came to Canada and followed first the business of farming, and afterwards private banking, and his wife Margaret A. Ballard, of English descent, he was born in the County of Oxford, of the Province of Ontario, on the 13th day of July, 1856. Educated at the district school of his native county and at the High School of the town of Ingersoll, in Ontario, he was junior clerk in the Niagara District Bank at Ingersoll until the age of seventeen, and then attended Upper Canada College in Toronto, followed by a course at Toronto Business College. He was then given charge of the retail lumber yard of his father (who had engaged in the manufacture of lumber) in the town of Chatham, which position he held for five years. In 1882 he removed to the city of Winnipeg, Manitoba, having formed a partnership with E. W. H. VanAllen, under the firm name of VanAllen & Agur, and opened up an agency and commission business for the handling of the Chatham Wagon Company's products in the West. The business included the handling of a general line of agricultural implements except binders, building up a large business which was one of the most successful in Canada. The firm of Massey & Company was organized with a capital of \$250,000, composed of H. A. Massey, the late W. E. H. Massey, C. D. Massey, T. J. McBride, E. W. H. VanAllen and R. H. Agur, and in 1900 this Company was amalgamated with the Massey-Harris Company, Limited, of Toronto and Brantford. Mr. Agur was made assistant to the manager of the Northwest Branch of the Massey-Harris Company, one of the greatest agricultural implement industries of the world. In 1898 he became the manager of the Northwest department of the enormous business of the Company, covering over two hundred agencies in the great grain-growing district of the Can-



adian Northwest from Lake Superior to the Rocky Mountains, some three hundred men being employed to look after this large business.

The manager of a business of such large dimensions, Mr. Agur has not been an active participant in the political controversies of the day, but as manager of an industry upon which the prosperity of what will soon be the greatest wheat-producing country in the world, he is of considerable power in the agricultural and commercial progress of the Canadian Northwest.

Mr. Agur is known on all hands as a shrewd business dealer, a good handler of men, and a man who keeps his engagements at all hazards.

A member of the Church of England and connected with the Masonic Order A. F. & A. M. Was married in 1882 at Chatham, Ontario, to Harriet S. VanAllen, daughter of D. R. VanAllen. Of his four children, Robert VanAllen has completed his studies at Upper Canada College and is preparing to enter the business under his father; Eric Ross is attending school in Winnipeg; Edmund Athol and Philip Ballard are yet of tender years.



JAMES TEES, WINNIPEG

Success comes to few men in two such distinctly separate spheres of life as commerce and music, but in both the commercial and artistic life of the city of Winnipeg and the Canadian West, James Tees has been a noteworthy figure. Much of the musical advancement, both secular and religious, in the great West is owing to his unselfish and devoted efforts. A native of Montreal, he was born on the 13th of November, 1854.

His father, David Tees, a furniture manufacturer of Montreal, and his mother, whose maiden name was Mary Curran, were Canadians of Irish descent. Leaving school at the early age of eleven, the education which afterwards made him a cultured man of the world was largely self-acquired. First apprenticed as a metal engraver at Montreal for two years, he obtained a position as office boy in the office of James Robertson, proprietor of the Canada Lead Works, and became office manager in 1881, in which year he removed to the city of Winnipeg as manager of the business of the Canada Lead Works until 1885, when he resigned and became associated with John Persse, as commission and manufacturing brokers. In that period of advancement the

business of the young firm of Tees & Persse, Limited, kept pace with the times, and now, with their head offices and warehouses located in the city of Winnipeg, and as agents for the E. B. Eddy Co., manufacturers of matches, paper, etc., and a strong commercial connection with other important manufacturing concerns, and representing many of the largest manufacturers and shippers of Eastern Canada, the United States, Great Britain and Mediterranean ports, their business extends throughout the great Canadian West. Successful and widespread as the transactions of Messrs. Tees & Persse may have been, Mr. Tees is probably better known throughout the western world of Canada for his efforts on behalf of the art of music than through his commercial reputation as head of an influential business. For many years he was choir-master of Grace Church, the largest and best attended church in the city of Winnipeg, and largely through his efforts the choir therein attained a reputation extending throughout the whole Northwest. But not alone to the choir of Grace Church did he confine his efforts and his musical ability as a conductor. He frequently conducted the great musical events and large choruses arranged at different times for public entertainment, the choruses on some occasions being upwards of two hundred voices. He was connected with the organization of the Winnipeg Operatic Society and the Winnipeg Oratorio Society. Largely as a result of his artistic and strenuous efforts, funds were secured to purchase a \$7,000 organ for Grace Church, and a Steinway grand piano for the Y.M.C.A. of Winnipeg. Mr. Tees also organized and conducted the Male Choir of Winnipeg, which is well known throughout the Province of Manitoba.

Keenly aware of the advantages of clean, manly sport, Mr. Tees has been a member of the Assinaboine Curling Club, President of Rouer Bicycle Club, President of the Garry Lacrosse Club and a member of the Gymnastic Committee of the Winnipeg Y.M.C.A.

Married in 1880 to Margaret Grace Smith, daughter of Mr. John Smith, at Montreal, he has one son, Stafford.

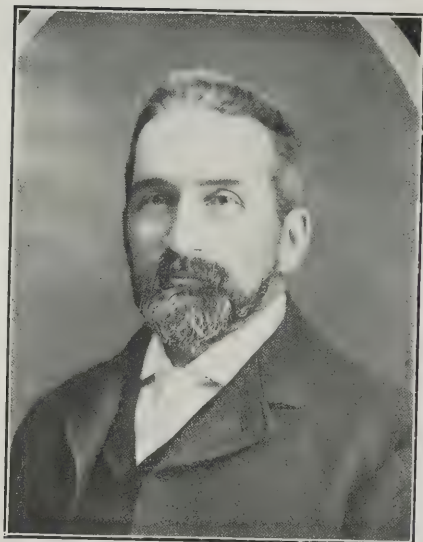
HON. MR. WATSON, PORTAGE LA PRAIRIE

Whatever agitation there was in the past for the reform of remodelling of the Senate of Canada has practically died away, as much from the personality of many of the new appointees, as from the more thorough understanding of the constitutional value in the Upper Chamber in these days of rapid development and democratic thought. The appointment of Robert Watson to the Senate was not only a concession to the spirit of the age we live in, an acknowledgment of personal and political worthiness, but also a tribute to the growing importance of the great Canadian West in which he lived and for whose welfare he long had labored. The son of the late George Watson, of Edinburgh, Scotland, who came to Canada in 1847, and his wife, Elizabeth McDonald, he was born at Elora, Ont., on the 29th April, 1853. Receiving his education at the local public schools of his native town and Salem, he afterwards learned the trade of millwright at Galt, Ont., which he continued to follow for five years after the expiry of his articles of apprenticeship. In 1876 he went to Manitoba, and for several years was actively engaged in the construction of the largest flour and grist mills of that Province. In 1878 he took control of the Marquette mills, Portage la Prairie, and operated same successfully for four years, making a quality of flour as good as the best manufactured at this date. Entering into partnership with his brother in 1886, he established the machine shop and planing mill of R. & J. Watson, at Portage la Prairie. At the same time and since, Mr. Watson conducted the successfully cultivated several farms owned by him in the vicinity of Portage la Prairie. A successful, shrewd business man, imbued with the spirit of the progressive West, he, after demonstrating his ability in public affairs as a municipal councillor for two years, was elected to represent the County of Marquette at the general elections of 1882, and for ten years was the Liberal representative of that county in the House of Commons, until his acceptance, May 26th, 1902, of the Portfolio of Public Works in the Manitoba Provincial Government under the Hon. Thomas Greenway. In 1896 he was one of the Provincial



delegates to Ottawa on the Manitoba school question. An active member of the Crown and thoroughly acquainted with Provincial needs, he introduced and secured the passage of the Drainage Act of Manitoba, the enforcement of which reclaimed over half a million acres of land. In private commercial affairs of somewhat public importance, he is a director of the Central Electric Light Co., of Portage la Prairie, the owner of several extensive tracts of farm lands and of improved farms throughout the Canadian West, and has been interested in the universal development of New Ontario, and particularly in the Wabigoon District, and in 1900 he organized the Sakoose Gold Mining & Milling Co., and was chosen vice-president of the company, whose property is being so carefully developed. Public spirited and thoroughly representative of western thought, he was called to the Senate of Canada in 1899, and soon his knowledge of men and affairs was recognized by his appointment as Liberal whip.

A Presbyterian and a member of the Masonic order, he was married in July, 1880, to Isabel, daughter of Mr. Duncan Brown, of Lobo, Ont. His five children reside with him at Portage la Prairie. A strong Liberal, Mr. Watson is a fearless and independent exponent of the spirit of the West.



ROBERT THOMAS RILEY, WINNIPEG

Born in Yorkshire, England, on the 1st July, 1851, son of Thomas Riley, ship-owner, and Lavinia Bell, his wife, he was educated at St. Thomas' Charter House, London, Eng., until the age of sixteen, when he began his business career by spending four years as clerk in architects' and builders' offices. In 1870 he was one of the first twenty successful candidates for the British Civil Service in open competitive examination, and was assigned to and served two years as clerk on the staff of the Adjutant-General's Department, Horse Guards, London, Eng. On account of threatened impairment of eyesight he was given leave of absence in 1873, and came to Canada, living in the County of Wentworth, Ont., and for nine years engaged in farming and contracting. In 1881 he moved to Manitoba, and

undertook the management of the Manitoba Drainage Co., carrying on business in the Province of Manitoba, and in addition was interested in the management of the affairs of Senator Sanford throughout the Canadian west. He organized and managed for thirteen years the Westbourne Cattle Co., of Westbourne, Man., which had at one time over 1,000 Hereford and Polled Angus cattle and 300 horses on its stock farm. In 1898 this breeding farm was disbanded and the land sold to settlers. Mr. Riley has always been an active member of the Winnipeg Board of Trade, has held the position of Vice-President and was President in 1895. The abilities of Mr. Riley as a man of affairs were appreciated by the progressive and enterprising men of the West, and when the Canadian Fire Insurance Co. was organized he was placed in control as Managing Director, and as such has conducted a large and successful business for that company. In addition to managing this institution, he is also the Western Manager for the W. E. Sanford Manufacturing Co., Limited, of Hamilton, Ont., and is one of the executors under the will of the late Senator Sanford, and takes general supervision of the Sanford interests west of Port Arthur. He is also a director of the Canada Permanent & Western Canada Mortgage Corporation, of Toronto, and of the Great West Life Assurance Co., of Winnipeg, Man.

Married in 1873 to Harriet Murgatroyd, he has a family of four sons and two daughters, of whom Robert S. is chief engineer of the U.S.S. "Arethusa," Conrad S. with the Canadian Fire Insurance Co., Winnipeg, and John H. and James H. at school in Winnipeg.

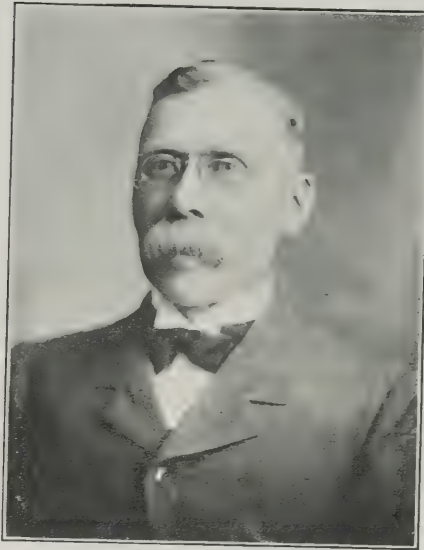


PRICE ELLISON, M. P. P., VERNON, B. C.

In the turmoil and complications that have of late years distinguished the political progress of the Province of British Columbia to a greater extent possibly than that of any other of the Provinces that make up the Dominion of Canada, the name of Price Ellison, member of the Provincial Legislature for the East Riding of Yale, has been prominent in public affairs affecting the history of that Province, and in the time to come when the Pacific Province "will find itself" politically, it is safe to say that the subject of this sketch, who has for two successive terms been given the confidence of one of the oldest and more important constituencies in the Province of British Columbia, the East Riding of Yale, will take an important position in the development of that Province and in its advancement in wealth and settlement. The political history of British Columbia is probably the most unique of all the members of the Canadian Confederation of Provinces, and even before its entry into that Confederation its political issues comprised much that could not be understood by outsiders who were not in a position to grasp the local conditions that existed, the personalities of the leading politicians, the unique political questions which confronted the Provincial Legislators, and the complex character of the population which has poured in from all parts of the world, attracted by the wealth of its mineral-producing mountains, by the fishing industries, by the opportunities offered by its illimitable forests to the lumberman, and its grazing and fruit-growing facilities to the stock-raiser and fruit-grower. The man of public affairs in the Province of British Columbia has had to face a unique situation surrounded by unique circumstances. That men have risen and fallen within a bewilderingly short time in the political tide of affairs in the



Pacific Province, is not surprising to those who know the circumstances surrounding political life in Canada on the Western side of the Rocky Mountains. Nowhere have the changes in Governments and political parties been more kaleidoscopic than in the Province of British Columbia. The lines of party differences have been drawn differently to what they are in the Eastern Provinces of the Dominion. A man must be to some extent a considerable force in the public life of British Columbia if he can retain a prominent position before the people, and enjoy the confidence of those whose support he asks, if he can for any lengthened period represent any constituency. The subject of this sketch, Mr. Price Ellison, was elected as a supporter of the Turner Administration for the East Riding of Yale in the year 1898 by a majority of seventy-five, and in the year 1900 he was re-elected for the same constituency, and in affairs legislative and political has been an active and prominent figure.



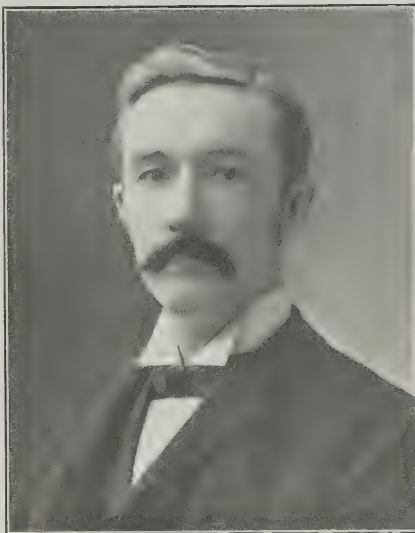
EDWARD L. DREWRY, WINNIPEG

How much the Canadian West owes to her men of energy, foresight and unconquerable determination is only known to those acquainted with the early history of that great field, who can recall the years of waiting and discouragement when men said the West would prove a useless burden on Canada, and that the Canadian Pacific Railway would never pay for the grease on the wheels. The men who through such years saw the future greatness of the West and went on indefatigably laboring to bring that good time nearer, are the men who to-day occupy the chief positions in the commerce and industry of Manitoba and the Territories. One of these men is undoubtedly Mr. Edward Lancaster Drewry, of Winnipeg. Mr. Drewry was born February 6, 1851, in London, Eng., and coming with his parents to America, was educated in St. Paul, Minn., U.S.A. He was married in that city on August 5, 1874, to Eliza Starkey, daughter of Capt. James and Sarah Ann Starkey. He was engaged first in the brewing and malting business and manufacture of aerated waters in St. Paul, moving to Winnipeg in the early days, and continuing in the same line of business up

to the present time. "The Edward L. Drewry Redwood Factories" are known throughout the entire West, and the business which Mr. Drewry has built up, and which he personally superintends, ranks among the largest in Canada. He is ably assisted by his brother, F. W. Drewry, and son, Chas E. Drewry. Mr. Drewry was a member of the Winnipeg City Council in 1883 and 1884, from which position he resigned. He was a Member of the Manitoba Legislature from 1886 to '88, inclusive, representing North Winnipeg, but has since declined further Parliamentary honors. He is a member of the Ancient Free and Accepted Masons and also of the A.O.U.W. A member of the Church of England, he has been vestryman of St. John's Cathedral, Winnipeg, for many years, and is also a delegate to the Provincial and Diocesan Synods. As a citizen there are few men as eminently respected and popular as Mr. Drewry, and he is accounted one of the solid men of the city. He was President of the Board of Trade in 1899, and is, among many other business connections, Vice-President for Manitoba of the Canadian Manufacturers' Association; Chairman of the local Board of the Crown Life Insurance Co., Vice-President of the Havergal College Co., Ltd., Vice-President of the Western Implement Co., Ltd.; President of the Auditorium Rink Co.; President of Winnipeg Rifle Range Co., Ltd.; Vice-President of Drewry & Son, Brewing Co., St. Paul, Minn., U.S.A.; executor of several estates, including the McIntyre estate, probably the wealthiest estate in Western Canada. In all manly sports Mr. Drewry takes the keenest interest and holds an honorary office in many athletic organizations, such as lacrosse, hockey, football, rowing and curling clubs, always being willing to assist in any undertaking in the interest of true sport. He is Vice-President of the Winnipeg General Hospital and a member of the Advisory Board of the Children's Home, taking an active interest in both. To sum up, there are few men in the West who have tried to do more to bring about the advancement and progress of the city or Province, and no man has a larger heart or kindlier interest in institutions intended to assist the unfortunate. He has been tendered many times the nomination for positions of public trust, notably that of the Mayoralty and representative in the Commons.

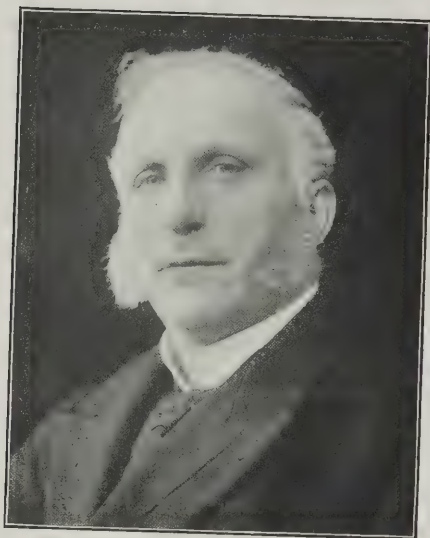
JAMES W. LEONARD, WINNIPEG

Probably the most notable forward movement in the past fifty years has been the increase of transportation facilities, and especially in the development of the steam railway systems of this continent. The present extent of these systems has necessitated and has developed a class of men of exceptional administrative ability and strong grasp of affairs. Of old it was the military man who had to possess the greatest power of managing and inspiring men, but to-day, when single Canadian railroads employ 30,000 men, not for a brief campaign and for a single object, but all the year round and with duties of the most important character, it will be seen that great administrators must be found engaged in such enterprise. Such an administrator is Mr. James W. Leonard, General Superintendent of the Western Division of the Canadian Pacific Railway, whose field includes all the main and branch lines from Fort William to the Rocky Mountains, the largest and most important division of the great Canadian highway. Mr. Leonard has been a railroad man all his working life. He was born in the village of Epsom, Ont., June 20th, 1858, where his father, Thomas Leonard, of Irish descent, was engaged in railroad work. Mr. Leonard attended the public schools at Bethany, Ont., until the age of seventeen, but from the age of fourteen he had spent his spare hours about the railway station, where he acquired a knowledge of telegraphy. At the age of seventeen he secured a position at Peterboro' as operator for the Port Hope, Lindsay & Beaverton Railway Co., his initial salary being \$25 per month. For the next three years he was employed at various stations along this line in the capacity of operator and agent. He then became connected with the Victoria Railway, and in 1878 was promoted to the position of Assistant Manager. From this small line he made a transfer, in March, 1880, to become Assistant General Superintendent of the Credit Valley Railway. In June of the same year he was made General Passenger Agent of the Credit Valley, which post he held until 1883, when he resigned to become Master of Trans-



portation for the Ontario and Quebec Railway, then in course of construction. When this line was absorbed by the Canadian Pacific, May 1884, Mr. Leonard was made a Superintendent on this division, and retained this post during construction and extension days, until May, 1890, when he was promoted to be Superintendent of the lines east of Montreal. The promotion to be General Superintendent of the Ontario and Quebec division came in 1893. This is one of the great divisions of the road running through the populous part of Ontario, and Mr. Leonard handled it with such conspicuous ability that, in 1901, he was placed at the head of the largest division of the railway—the Western division—with headquarters at Winnipeg, and succeeding Mr. Wm. Whyte, who had been promoted to be assistant to the President.

Mr. Leonard was married in 1881 to the daughter of Wm. Maguire, Esq., of Franklin, Ont., and has one son, who has already entered railway life. Mr. Leonard is not a member of secret societies, and has not had time to take part in public affairs. In religious life he is a Methodist.



**HON. SIR F. W. BORDEN, B.A., M.D., K.C.M.G.,
OTTAWA**

Honorable Sir Frederick William Borden, B.A., M.D., K.C.M.G., has enjoyed a distinguished career in medicine, in the militia service, and in the public life of the Dominion. He is the son of the late Dr. Jonathan Borden, and was born at Cornwallis, N.S., on the 14th May, 1847. In 1866 he graduated from King's College, Windsor, N.S., with the degree of B.A., and as M.D. from Harvard Medical School, in 1868. He began practice in Canning, King's County, which he continued till the demands of public life compelled him to devote his entire attention thereto. Dr. Borden was made a member of the Provincial Board of Health in 1893. While at college he became connected with the Nova Scotia volunteer militia service, and subsequently having joined the Dominion militia force was appointed Assistant Surgeon of the 68th Battalion in 1869. He was promoted to the rank of Surgeon-Major in 1883, became Honorary Surgeon Lieutenant-Colonel in 1893, and Honorable Colonel in 1901. He has honorary degrees in law from the universities of New Brunswick and King's College, N.S., and from Bishop's College, Lennoxville, in medicine.

He is a life-long supporter of the Liberal Party. At the general election of 1874 he was

nominated for King's County. He carried the day by ninety-seven votes, and in the election of 1878 increased this margin to 265, but in 1882 he was defeated by Mr. Woodworth, the Conservative candidate, by 350. This gentleman represented King's in Parliament till 1887, being the only man of his party who enjoyed the confidence of that electoral district from Confederation on. Dr. Borden was elected in 1887, in 1891 and 1892, in 1896 and in 1900, his majority in the last campaign being 345 over Mr. B. Webster, the Opposition nominee. In Opposition at Ottawa he soon won recognition as one of the keenest critics of the Ministerial policy from the Eastern Provinces. He was a fluent and forceful speaker, and scored in those days many a good point in the cause he championed.

In 1896, when the Tupper Ministry was defeated, Dr. Borden was invited by his party leader to assume the Portfolio of Militia and Defence. He was sworn in of the Privy Council on the 13th of July, 1896.

Under Dr. Borden's administration there has been organized a medical staff with field hospitals and bearer companies. A school of musketry has been established for the training of officers and instructors. Upon his advice Parliament has provided more generously for the annual training of our volunteer force. Quite recently there has been added to the Canadian Militia establishment an army service corps, one of the most indispensable adjuncts to an organized military force. To the Minister of Militia is due in very large measure credit for the part Canada has taken in the support of the Imperial cause in South Africa.

Under his supervision the several contingents were recruited and equipped for the duties they discharged so gallantly in the field. For his services in this regard he has received the honor of knighthood—the investiture being made by the King personally on August 15th, 1902, on board the Royal Yacht.

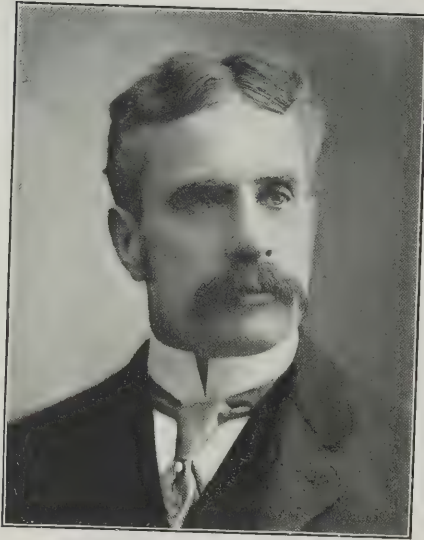
He has been twice married. His first wife was Julia M., daughter of J. H. Clark, of Canning, who died in April, 1880. The present Lady Borden was formerly Miss Bessie B. Clark, of Canning. This latter marriage took place in 1884. Dr. Borden's only son, Harold Lothrop Borden, a young man of exceptional promise, went out to Africa with the Canadian Mounted Rifles, and lost his life in a gallant stand at Reitvlee, Transvaal, having twice previously been mentioned in despatches for swimming the Vet River under fire, and having captured a Boer convoy. The members of the family living are Miss Elizabeth and Miss Maud Borden, who reside with their parents in Ottawa.

HON. DAVID MACKEEN, HALIFAX, N.S.

Honorable David Mackeen, Senator, of Halifax, has for many years been identified with the development of one of the most important industries of Eastern Canada, the coal areas that lie adjacent to Sydney, Cape Breton—an industry which, since its establishment, has made wonderful progress, and which bids fair to-day, through the discovery in Europe of profitable markets, to far outstrip the fondest anticipations of those who inaugurated the enterprise. With favorable situation on the very shore of the Atlantic Ocean, with excellent shipping facilities, and with the capital necessary to make these advantages known to the world, the Dominion Coal Company has before it, in all probability, a very bright future. The subject of this sketch is of Scotch-Irish ancestors, and was born in the village of Mabou, Cape Breton, on the 20th of September, 1839. His father was the Hon. William Mackeen, who in his day was a member of the Legislative Council of Nova Scotia, the Upper House of the Provincial Parliament. Senator Mackeen has been thrice married. His first wife was Isabel, daughter of the late Henry Poole, of Derby, England. His second wife was Frances M., daughter of the late William Lawson, of Halifax. Both of the former are now dead. Senator Mackeen's present wife is Janie K., daughter of the late John Crerar, of Halifax. As a young man Mr. Mackeen accepted employment with the Caledonia Coal Company, and by ability and industry worked his way to the principal ownership of that enterprise. He saw all the phases of the coal trade; remembers well the dark days of the industry and the gradual development consequent upon the opening up of the interprovincial trade in 1878. The prosperity of the Caledonia mines during the years immediately preceding their absorption by the Dominion Coal Company in 1893 was, in a large measure, due to Mr. Mackeen's management. It was he who had charge of its interests during the trying period of construction. He is to-day a Director of the Dominion Coal Company. Senator Mackeen was one of the shrewd business men who recognized the natural adaptability of Sydney for the manufacture of iron and steel, due to the proximity of coal and iron in the natural state. With the other Canadian and American



gentlemen who put their money into the Dominion Iron and Steel Company of Sydney, Senator Mackeen is entitled to his share of credit for the establishment of an undertaking which has already proven the possibilities of this line of enterprise in the Dominion. He is a Director of that Company. The subject of this sketch is also President of the Halifax Electric Railway Company, another prosperous venture, and a Director of the Merchants Bank of Halifax, one of those solid financial institutions fostered by the excellent banking system which Canadian statesmen have had the good sense to adopt. In his earlier life he was a United States Consular Agent and for a time a Sub-Collector of Customs. After a career in municipal politics in which he rose to the Wardenship of Cape Breton County, he was elected as one of the Conservative members of Parliament for the same county. This was in the general election of 1887. In 1891 he was once more the county's choice for the House of Commons at Ottawa. The Member for Cape Breton was known as one of the soundest business heads in the popular Chamber and took an active interest in the duties devolving upon him as representative of one of the most prosperous constituencies in the Maritime Provinces. In 1896 he resigned his seat and was elevated by the Government of Sir Mackenzie Bowell to the Senate, a post which he still retains. He is the father of three sons and one daughter.



R. L. BORDEN, HALIFAX

Robert Laird Borden, Leader of the Opposition in the House of Commons, is the man upon whose judgment the Conservative party depends for success at the next election campaign. He was born at Grand Pré, in Nova Scotia, on the 26th of June, 1854, his parents being Andrew Borden and Eunice Laird. On his father's side he is of United Empire Loyalist stock. His great-grandfather on his mother's side was John Lathrop, who conducted, in partnership with Pierrepont Edwards, an extensive law practice in New Haven, Connecticut, before the Revolutionary War. His early training in letters was had at Acacia Villa Academy, in Horton. When but fourteen years of age, Mr. Borden was honored with an appointment to the teaching staff of that institution. From the fall of 1869 to 1873 Mr. Borden remained in that position. In 1873 he was appointed assistant professor at Glenwood Institute, in Matawan, New Jersey. Mr. Borden was Professor of Classics and of Mathematics in this institute in 1873 and 1874. Deciding on the law as his profession, he returned to Halifax and entered the office of Weatherbe & Graham, and was called to the bar in 1878. From 1878 until 1880 he practised his profession at Hal-

ifax, and from 1880 till 1882 he was associated with Mr. J. P. Chipman, of Kentville, now a Count Court Judge. When Sir John Thompson went on the Supreme Court Bench of Nova Scotia in 1882, Mr. Borden entered as junior partner the firm with which that distinguished jurist had been connected. The reorganized firm was known as Graham, Tupper & Borden. The appointment of Sir Charles Hibbert Tupper to the Federal Cabinet at Ottawa made another vacancy in that law firm, and the elevation shortly afterwards of Mr. Graham to be Judge in Equity for the Province of Nova Scotia, brought Mr. Borden further to the fore. He became senior member of the firm of Borden, Ritchie, Parker & Chisholm. Since 1882 his practice has grown till now he is connected with a very large proportion of the important cases of the Province, being frequently employed as counsel in appeal to the Supreme Court of Canada. He is possessed of a manner which endears him to all who can claim his acquaintance. His work is all done with the same dutiful attention to detail. After this eminently successful career at the bar, Mr. Borden was induced to accept nomination by the Conservatives of Halifax for the House of Commons at Ottawa. This was in the general election of 1896. He was returned at the head of the poll on that occasion and again in the general election of 1900. He attended faithfully the sittings of the Commons during the last Parliament and took part in all the important debates as a critic of the Government policy. His work on the investigation of the West Huron election and of the Drummond County Railway Contract commended him to the Conservatives as the most desirable man from every point of view to succeed Sir Charles Tupper in the party leadership. Mr. Borden was formally installed in that important post in the session of 1901, and won by his tact and ability the respect of both sides. In debate he relies on reason rather than eloquence and rhetorical flourish. But his speeches give evidence of thought and of much force. There is a finish to all that he says that commends his style to all. Mr. Borden is yet but a young man, and if spared has doubtless before him a very bright career in public life. He is a Director of the Bank of Nova Scotia, of the Eastern Trust Company and of the Nova Scotia Telephone Company. Mr. Borden belongs to St. Paul's Church (Anglican), in Halifax. His wife is Laura, youngest daughter of the late T. H. Bond, of Halifax.

HON. GEORGE HENRY MURRAY, K. C., HALIFAX

Occupying the most prominent position in the political life of the Province of Nova Scotia, a distinguished lawyer and a publisher of note, Hon. George Murray, at the age of 41, has attained a degree of success given to few Canadians. Born 7th June, 1861, at Ground Harrows, in Cape Breton, in the Province of Nova Scotia, the son of William Murray and Jane Murray, his wife, both of whose ancestors came from Scotland to Canada in 1800. He was educated at local schools until his admission as a student-at-law in the office of James H. Hearn, of North Sydney, Cape Breton. After a year's study and practice he attended the Boston Law School for one year, and the next year continued his legal studies in the office of S. L. Purvis, Barrister, of North Sydney, until he was called to the Bar of Nova Scotia in 1883, and began the practice of the law in North Sydney, where, created a K.C. in 1895, he now is the head of the law firm of Murray, McKenzie, McMillan & Phalen. A Liberal, he was appointed to the Legislative Council of Nova Scotia in 1889.

In 1891 he was an unsuccessful candidate for the House of Commons for Cape Breton, and again in 1896, in one of the most strenuous political battles in the history of Cape Breton, was unsuccessful in a contest with Sir Charles Tupper for the Dominion House. In 1891 he became a member of the Government, without Portfolio, of the Province. In 1896 he succeeded Mr. Fielding as Premier of Nova Scotia and Provincial Secretary, and was elected by acclamation for Victoria to the Local Assembly. In 1897 he appealed to the Province on the general policy of his Government, and was sustained by a large majority.

In 1901 he with his Government were sustained by the country, only two opponents of the Government being returned. There is no

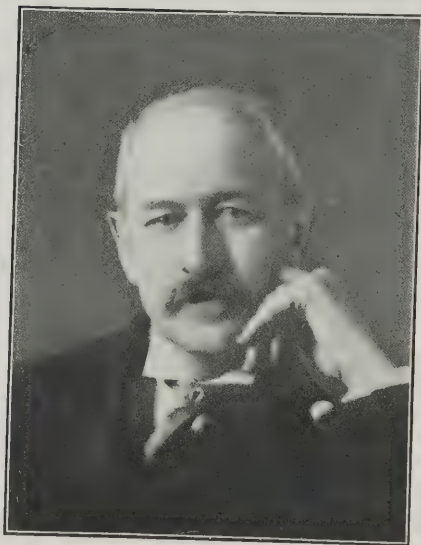


taxation on residents of the Province of Nova Scotia for the maintenance of the Provincial Government, revenue being derived therefor from Federal subsidies, royalties from its mines and succession duties. Rich as Nova Scotia has been in the statesmen she has given to the service of Canada, there have been few who have taken a stronger hold on the confidence of the people of that Province than the present Premier.

A strong speaker, a legislator who is in touch with the people, possessing a thorough knowledge of the requirements of the Province, who has borne no resentments, he, without resorting to cajolery, has become one of the most powerful leaders of men that Nova Scotia has been so prolific in producing.

Mr. Murray is a member of the Board of Governors of Dalhousie College.

A Presbyterian in religion, he was married in 1889 to Grace E., daughter of John B. Moore, of North Sydney. His family consists of three children.



HON. J. W. LONGLEY, HALIFAX, N. S.

One of the best-known men in Canadian public life, and a gentleman who combines literary graces with a practical public spirit, is Hon. James Wilberforce Longley, Attorney-General and Commissioner of Crown Lands for the Province of Nova Scotia. Hon. Mr. Longley was born at Paradise, Annapolis County, Nova Scotia, on January 4th, 1849, the son of Israel Longley and Frances Manning. Like so many noted Nova Scotians, he is a descendant of an old New England family, and his grandfather, William Longley, came to Nova Scotia from Massachusetts in 1760, and settled in Belleisle, in Annapolis County. The subject of this sketch attended school first at Paradise and later received his education in the higher branches at Acadia College, Wolfville, N.S., where he received the B.A. degree in 1871. He began the study of law in the office of Hiram Blanchard, Q.C., of Halifax, and completed his course with the legal firm of Johnston & Bligh. He also attended for a term at Osgoode Hall, Toronto, and was called to the Nova Scotia bar at Halifax in 1875, where he immediately began the practice of his profession. He quickly made a reputation by his ability, and in 1883 was appointed by the Provincial Government as one of the commission for the revision and consolidation of the Statutes. In 1890 he was created a Queen's Counsel. Journalism also had always

attracted Mr. Longley, and while a law student had become identified with the *Acadian Recorder*, of Halifax, as its chief editorial writer. Subsequently he joined the staff of the *Halifax Morning Chronicle*, and for some time filled the responsible post of managing editor. Mr. Longley's literary and clear and attractive style have borne fruit in contributions to many of the leading reviews and periodicals of England and the United States. In 1898, "Love," a religious and philosophical essay appeared in book form and has passed through three editions. He has with great stimulus to the organization been for some time President of the Nova Scotia Historical Society. He is now engaged in the preparation of an elaborate history of Canada, which will probably extend to five or six volumes.

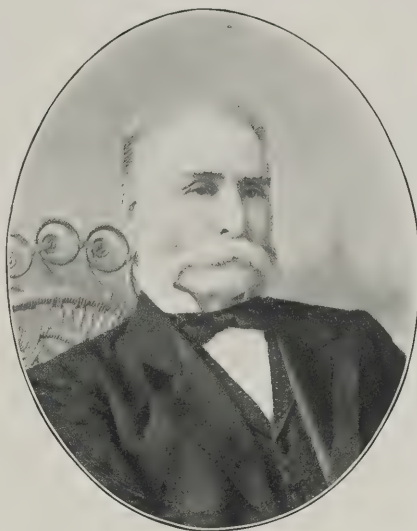
Coincident with his legal and literary activities, Hon. Mr. Longley has taken an active part in politics. He was for some years President of the Young Men's Liberal Club of Halifax, and entered public life in 1882 as member of the Nova Scotia Legislature for Annapolis County, a constituency which he still continues to represent. Two years later Hon. W. S. Fielding in forming his Government invited Mr. Longley to enter it, and in July, 1894, he was sworn in as a Minister without Portfolio. In 1886 he was appointed Attorney-General. In 1896 he resigned to enter a contest for Federal honors in the House of Commons. Being defeated, his old constituents in Annapolis at once re-elected him by acclamation. At the request of the Premier, Hon. Mr. Murray, he resumed the duties of Attorney-General of Nova Scotia. In his public capacity he was a member of the famous inter-Provincial Conference at Quebec in 1887, and was one of the prominent figures in the historic convention of the Reform Party in 1893, when the platform of the then Opposition was struck. As a legislator he has initiated many useful Provincial measures, embracing important changes in the criminal procedure, the abolition of imprisonment for debt, consolidation of County Court procedure and the incorporation of towns. He is a director of the British Empire Financial Corporation, and is a great social favorite in most of the cities of Canada. In religion he is a member of the Anglican Church. In 1877 he married Miss Annie Brown, daughter of Mr. Newton Brown, and has issue as follows:—Horace Longley, C.E.; Paul Longley, Teller of Bank of Montreal, and Miss Louise Longley. Mrs. Longley died October 15th, 1899. Mr. Longley married Miss Lois Fletcher, of Norwich, England, April, 1901, and by this second marriage has a son, Wilberforce, born August 7th, 1902.

HON. THOS. R. BLACK, AMHERST, N.S.

Hon. Thos. R. Black, a prominent farmer, builder, real estate owner, and public man of Amherst, N.S., was born in that town October 16th, 1832, fourth son of Josiah and Hannah (Embree) Black. He is of Scotch ancestry, being a greatgrandson of William Black, a native of Paisley, Scotland, born in 1727.

Thomas R. Black, the direct subject of the sketch, was educated at the Amherst Grammar School. Brought up on his father's farm, which he purchased while still a young man, he was trained to all the minutiae of farm life in one of the most fertile and beautiful sections of the marsh country at the head of the Bay of Fundy. After working his father's farm awhile he sold it, and moved into the town of Amherst, where he purchased real estate, and for many years engaged in building and farming operations. He has built many residences and other buildings in Amherst. Among them is the fine red stone block opposite the Post Office on Victoria Street. The stone in this building was quarried by him on the old homestead farm. Mr. Black at an early age made intimate acquaintance with the various industries of the country, and in course of time acquired a competent knowledge not only of house-building, but also of road-making, bridge-building and general engineering. He gives much of his present time to the construction of such work in the county. He always plans his buildings and superintends their erection. Mr. Black has been very successful. He is one of the largest real estate owners in the town. He was the first to erect a stone building in Amherst, and he has been directly concerned in many public improvements. He takes a keen interest in the improvement of the stock of the Province, and while not a visionary enthusiast, considers it to be capable of almost indefinite improvement, and with this object in view has taken the initiative in the establishment of a Provincial Exhibition, of which he is one of the Executive Committee and superintendent of the horse department. Mr. Black's chief interests may in no way be better described than by stating that he is an advanced and progressive agriculturist and an appreciative lover of a fine horse.

He has been several times called upon to serve in an official capacity. On July 4th, 1884, he was elected by acclamation to the Lower House of the Provincial Parliament, to fill the vacancy caused by the resignation of



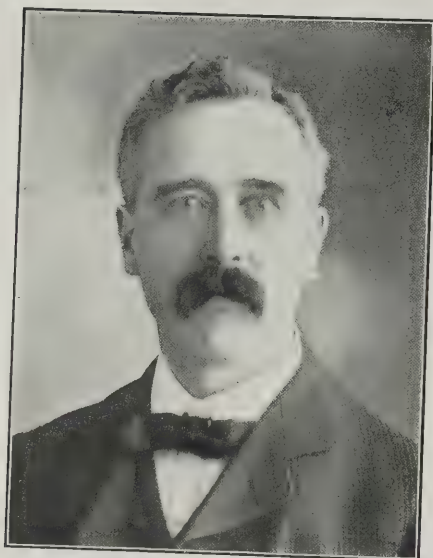
C. J. Townshend (who was elected to represent the County in the House of Commons), and was re-elected to the same office at the general election of 1886, being then at the head of the poll. He was again re-elected in the general elections of 1894 and 1897 and 1901, and was appointed a member of the Murray Administration on July 18th, 1896. He has been a Justice of the Peace since attaining his majority. In politics he is a Liberal. He is a member of the Board of Governors of Acadia University, and in religion is a Baptist, being a Deacon of the church. He is one of the Directors of the Amherst Car Works. He is a staunch advocate of temperance.

Mr. Black was married on March 20th, 1860, to Eunice Bent, daughter of W. W. Bent, who represented the township of Amherst in the Provincial Legislature for many years. Her mother was in maidenhood Bina Freeman.

Mr. and Mrs. Black are the parents of five children, of whom the three living are: William W., Charles C., and Myra Jean. Mary L. died when sixteen years of age, and Emma A. when she was ten.

William W. and Charles C. reside in Amherst, engaged in stock-raising, general farming and lumbering. The stock comprises Clydesdales and Hackney Horses, and their Herefords are the finest in the Maritime Provinces, competing successfully at Toronto and Buffalo Exhibitions.

Myra Jean married Rev. Ralph Trotter, and resides in Columbia, B.C.



**HON. ARTHUR DRYSDALE, K. C., M. P. P.,
HALIFAX, N. S.**

Among the lawyers of Canada distinguished both in their profession and in politics, is the Hon. Arthur Drysdale, K.C., M.P.P. of the city of Halifax in the Province of Nova Scotia. The son of George Drysdale and his wife Margaret Shearer, both Canadians of Scottish descent, he was born at New Annan in the County of Colchester, in the Province of Nova Scotia, on the 5th of September, 1857. Educated at the public schools of New Annan until the age of fifteen, when he entered as a clerk the mercantile establishment of J. F. Blanchard & Co., in the town of Truro, N.S., in whose employ he remained for four years. After studying under the private tuition of Rev. John Butler for a year, he became articled as a student-at-law with the firm of Messrs. W. H. & A. Blanchard, at the town of Windsor, N.S., for four years, and was called to the Bar of Nova Scotia in January, 1883. Remaining with his old principals for six months after being called to the Bar, he then removed to the city of Halifax, and became a member of what had been the firm of Meagher, Chisholm & Ritchie, taking the place of Mr. Ritchie,

who had retired, when the firm of Meagher, Chisholm & Drysdale was formed and continued until 1885, when Mr. E. L. Newcombe, now Deputy Minister of Justice for the Dominion of Canada, succeeded Mr. Chisholm, and the firm became Meagher, Drysdale & Newcombe. In 1890, the senior member of the firm, Mr. Meagher, was appointed to the Bench, and the firm of Drysdale, Newcombe & McInnes continued the practice of the law until 1891, when Mr. Newcombe received his present important office under the Government of Canada. The firm at the present time is Drysdale & McInnes, consisting of four members, and is of notable repute throughout the Maritime Provinces in connection with their Admiralty, Corporation and Commercial practice.

Always a Liberal in his political convictions and strenuous in his advocacy, he early in life became interested in the public questions agitating his Province, and in 1891 was the nominee of the Liberal party for election in Hants County for the Nova Scotia Assembly, and was elected, after a hard-fought contest, by a majority of four over his opponent, Mr. Adams McDougall. Since that time he has been elected three times for Hants County to the Nova Scotia Assembly by increased majorities, and represents that constituency at the present time. In 1895 he was appointed Queen's Counsel by the Governor-General of Canada. Upon the retirement of Hon. C. E. Church from the Government of Nova Scotia, on 1st September, 1901, as Commissioner of Public Works and Mines, Mr. Drysdale was offered and accepted the vacated Portfolio in the Murray Administration. Besides his necessarily arduous public duties and the demands of his law practice. Hon. Mr. Drysdale is also a Director of the Eastern Trust Co., of Halifax, and is Counsel for the Bank of Montreal, Cumberland Railroad & Coal Co., Acadia Coal Co., Dominion and Atlantic Railway, and the Western Union Telegraph Co.

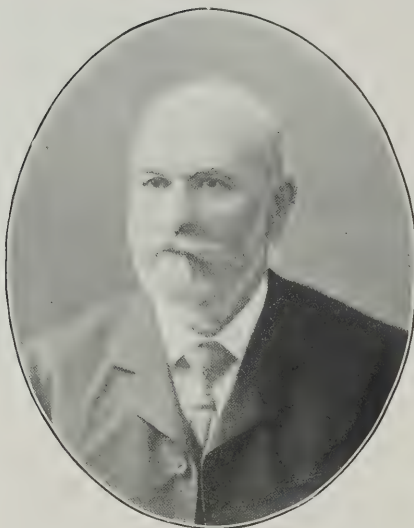
Married in the city of Halifax in the year 1887, to Carrie, daughter of Mr. George P. Mitchell, a West India merchant, of Halifax, his only child, Katie S., is a student at the Halifax Ladies' College.

DR. BENJAMIN RUSSELL, M. P., HALIFAX

Dr. Benjamin Russell, Member of Parliament for the County of Hants, Nova Scotia, has come to be recognized as one of the best constitutional authorities in the House at Ottawa, and the fund of information he commands is, through his seat in the popular Chamber, of immense practical value to the country. He is a ready debater—one of the best on either side of the Chamber—and commands a ready and clear flow of language that few public speakers in the arena of Federal politics can match. The member for Hants is of United Empire Loyalist stock on his father's side, and of Huguenot French ancestry on his mother's. His grandfather, Nathaniel Russell, moved from Boston to Nova Scotia when the former was evacuated by the British. He is the son of the late Nathaniel Russell and his wife Agnes Russell, and was born in the town of Dartmouth, Nova Scotia, on the 10th of January, 1849. As a lad he attended the Halifax Grammar School and Mount Allison University. He won his Bachelorship of Arts in 1863, his Mastership of Arts in 1871, and was made a Doctor of Civil Law in 1893. In 1872 he entered upon the practice of the profession of law, and in 1890 was made a Queen's Counsellor, in recognition of his standing at the bar. He was appointed in 1875 one of the law reporters to the Supreme Court of his native Province, a post he has retained till his election to Ottawa. For many years he was official reporter of the Nova Scotia House of Assembly, and served in this capacity along with the late Sir John Thompson. He was appointed in 1885 Lecturer in the law faculty of Dalhousie University on Bills and Notes, Sales and Equity, and Professor of Contracts. For some years he was legal adviser to the Local Legislature, an appointment which constituted a high tribute to his acquirements in that profession. In the general election of 1896 Dr. Russell was called on by the Liberals of Halifax to represent them in the contest for the House at Ottawa. Halifax sends two members to Ottawa, and the other Liberal nominee was Mr. M. E. Keefe. Dr. Russell won out by a majority of 381, but his fellow-Liberal suffered defeat at the hands of Mr. R. L. Borden, since elevated to the Leadership of the Conservative Opposition in Parliament. With a single exception he was the only Liberal elected in Halifax since 1878. In 1900 the subject of this sketch accepted nomination at the hands of the Liberals of Hants County, formerly represented by the late Dr. Haley. His opponent was Mr. Alfred Putnam, Conservative, who sat for Hants County in Parliament for two terms, from 1887 till 1896. Dr.



Russell succeeded in overthrowing his rival by a narrow margin. This same constituency was represented for the first two Parliaments after Confederation by the late Hon. Joseph Howe, one of the ablest men the Maritime Provinces has ever produced, but its later majorities have not been very large either way. By his speeches in the people's Chamber in the National Capital, Dr. Russell has won the respect and admiration of both sides of politics. He is very popular among his fellow-Liberals, and the *Montreal Gazette*, a representative Conservative journal, has spoken of him as a man "of broad and unprejudiced political views." He is a believer in the low tariff principle, and has given expression freely to his views in that direction. He is at the same time a supporter of the policy adopted by the Government of Sir Wilfrid Laurier in extending toward the products of the Mother Country a tariff preference in Canada. The member for Hants took a prominent part in the examination of witnesses in the enquiry demanded by the Opposition into the election of Robert Holmes in West Huron. In the other committees of the House to which he has the honor of belonging, he has discharged his duty in a spirit of great fairness, always trying to get at the facts of every case that comes forward. His wife is a daughter of the late Captain Coleman, of Dartmouth, and the eldest son, Frank W. Russell, is a practising barrister in his native Province. Dr. Russell is a Methodist.



HON. CHARLES EDWIN CHURCH

HALIFAX, N. S.

Of the well-known public men of the Province of Nova Scotia, Hon. Charles Edwin Church will be remembered, not only for his prominent personality in affairs generally of Provincial interest, but particularly for the spirit and forethought displayed by him in the financial policy which has materially affected the Province and placed it in a financial condition hitherto unknown. The lineal descendant of Capt. Charles Church, a native of New England and a United Empire Loyalist of repute, who settled in Shelburne, Nova Scotia, in 1783, the grandson of C. E. Church, who represented Lunenburg County in the Nova Scotia Legislature from 1820 to 1830, and the son of C. L. A. Church, one of the founders of the Liberal Party in Nova Scotia, a farmer, and Sarah Hiltz, his wife, who was of German descent, he was born in Tan Cook Island County, Nova Scotia, on the 3rd of January, 1835. Educated at Chester Public School until the age of fourteen, when he worked on his father's farm until the age of twenty-one, and during the winter months learned the trade of shoe-making. At the age of twenty-one, after successfully passing the examina-

tions therefor, he received a certificate as a duly qualified teacher, and taught in the Public Schools of Chester for four years. In 1860 he attended the Normal School at Truro, Nova Scotia, and received a First Grade Teacher's Certificate. In 1861 he was Principal of the graded schools of Lockport. Later he taught school at Bridgewater, New Germany and Chester, until 1872, when he was the Liberal nominee for election to the House of Commons for Lunenburg County, and was elected by a good majority. Unsuccessful in the general elections of 1878, he engaged in mercantile business at Ritcey's Cove on the Lower La Have River, and for two years owned a boat engaged in the Banks Fisheries. In 1882 he was elected to the Assembly of the Province of Nova Scotia for Lunenburg County, which he has continued to represent therein to the present time. In the year 1882, upon the formation of the Pipes-Church Government, he became Provincial Secretary of Nova Scotia, and upon the reconstruction of the Government in 1884, under the leadership of Hon. W. S. Fielding, he became Commissioner of Public Works and Mines, which portfolio he also held in the Murray Government until the 1st of September, 1901, when, on account of his health, he resigned. In 1885 and 1886, as Commissioner of Public Works and Mines, he introduced and succeeded, largely through his untiring efforts in its behalf, in carrying through the House of Assembly what is known as the Church Royalty Bill, affecting so materially the mining industry of the Province of Nova Scotia. This Act placed the Royalty at $7\frac{1}{2}$ cents per ton on all coal mined, which Royalty in 1892 was increased to 10 cents per ton, thereby bringing the Government of Nova Scotia a revenue of over \$450,000 a year, and is steadily increasing. The effect of this Act has been to create a fund for the maintenance of schools, roads and Government expenses generally, which relieves the people of taxes for the maintenance of Provincial Government.

Mr. Church is a Wesleyan Methodist in religion, and an active temperance advocate, and was married on the 24th of June, 1884, to Henrietta A., daughter of A. E. Pugsley of Halifax, Nova Scotia.

H. J. LOGAN, M. P., AMHERST, N. S.

Hance James Logan, Member of Parliament for the County of Cumberland, Nova Scotia, is the first Liberal elected for that constituency, it having been for forty years represented by Sir Charles Tupper and his Conservative successors. Mr. Logan was born at Amherst Point on the 26th April, 1869, and was educated in the Truro Model and Normal Schools, at Pictou Academy and Dalhousie University. He received his degree of Bachelor of Laws in 1891, and in the year following was called to the bar and began the practice of his profession at Amherst.

In the Federal election of 1896 he was nominated by the Liberals of Cumberland, and won his election, defeating by a majority of 155 the Honorable Arthur R. Dickey, then Minister of Justice in the Federal Cabinet, although that gentleman had been elected at the previous election by a majority of about 900. The victory was one of the most remarkable of that campaign. In the general election of 1900 he defeated by a majority of about 400 Charles H. Cahan, formerly Leader of the Opposition in the Legislature of the Province of Nova Scotia.

Mr. Logan attracted a great deal of attention when he came up to the Federal capital in the first session of the Parliament in 1896, and soon became one of the most popular members of the Liberal circle in the House. He is a ready debater, a good platform speaker, and has supported the Government cause in many constituencies besides his own. His services were called into requisition when several of the Ministers made a stumping tour of the Province of Manitoba in the autumn of 1899. While in the West Mr. Logan suffered a severe blow on receipt of a telegram from his home stating that his wife, who was a very bright and talented woman, had suddenly passed away.

The member for Cumberland has taken part in many of the leading debates of Parliament and has made several addresses of considerable power in defence of the present Government. His speeches have the fire of youth and a ring about them that add flavor to their delivery. In the Committee of the Commons on Railways, Canals and Telegraph Lines, his voice has also often been heard. This is the busiest Committee and seals the fate of most



of the important private legislation each session. Besides being a member of several other committees, the subject of this sketch occupies an important post in his own party, being the Government Whip for the Maritime Provinces, which carries with it the necessity, among other things, of arranging pairs between absent Ministerial members of Nova Scotia, New Brunswick and Prince Edward Island, and gentlemen of the opposite persuasion in politics.

The younger element of the Liberal Party in the House of Commons plays a very important part in the warfare of debate. It numbers some of the brightest speakers of Parliament and is in evidence whenever there is need for a word of reply. In fact, there are a great many more young men in the Liberal ranks of the House to-day than of the old guard who struggled through the toils of opposition. They are the material from which the leaders of the Reform cause are to draw for the future filling of Ministerial vacancies. Mr. Logan is one of the leaders, if one might so speak, of this younger section of men, who are one day to succeed to the ranks of party leadership in the various parts of the Dominion. The Member for Cumberland being but a young man yet, has, if he lives, a bright career before him, as he possesses qualities which go to make success in public life. He is a member of the law firm of Logan, Jenks & Outhit, of Amherst, Nova Scotia.

HON. ANGUS MCGILLIVRAY, ANTIGONISH, N.S.

HE son of a farmer near Morris-town, Nova Scotia, and the grandson of Angus McGillivray, who emigrated from Arisaig, Inverness-shire, Scotland, to Canada, the Hon. Angus McGillivray was born at Bailey's Brock, Pictou County in the Province of Nova Scotia, on the 22nd of February, 1842. Educated at the schools of his native county and of Antigonish, where his parents removed when he was yet a child, he remained with his father and engaging in the work of the farm until the age of 23. During the summer months, and after obtaining a second-class school teacher's certificate, he taught school during the winter for the last six years of his residence with his father. He earned and saved sufficient money to pay the expenses for his educational course through St. Francois Xavier College at Antigonish, where he graduated with the degree of M.A. in 1869. Determining upon law as his profession in life, he became articled as a student-at-law to the late Hugh McDonald, the leading barrister of Antigonish. Later he studied as an articled clerk and student-at-law with N. H. Meagher, of the city of Halifax, Nova Scotia, and was called to the bar of the Maritime Province on the 22nd of July in the year 1874. Entering into partnership with the present Judge A. McIsaac, he practised his profession in that connection from 1874 until 1885. From 1885 to 1892 he was in partnership with C. P. Chisholm under the firm name of McGillivray & Chisholm, and from 1892 to 1900 with R. R. Griffin. Interested in the politics of his county and province, successful

in his profession, enjoying the confidence of his fellow-countrymen, and a Liberal, he was first returned to the Provincial Assembly of Nova Scotia by acclamation at the general elections of 1878 for Antigonish, and was re-elected at the general elections of 1882 and 1886. Enjoying the confidence of the House of Assembly and his party, he was elected Speaker of the House in February, 1883, until the dissolution of that body. In June, 1886, he was appointed a member of the Executive Council without Portfolio, but in January, 1887, he resigned his seat in the House to unsuccessfully contest Antigonish for the House of Commons. In March he was re-elected for Antigonish to the Legislative Assembly, and again, at a bye-election held in 1895, was re-appointed a member of the Executive Council. He introduced and secured the passage in the Local Assembly of the Married Woman's Property Act, 1899; the Drainage Act of Nova Scotia, 1900, and other important legislative measures. Holding a prominent position in the profession, he was appointed King's Counsel by the Nova Scotia Government in 1901. Mr. McGillivray is also Professor of Constitutional Law at St. Francois Xavier College, Antigonish, and has been Crown Prosecutor of Antigonish County for over 10 years.

A Roman Catholic in religion, he married first Margaret McIntosh, of Lower South River in 1878, who died in 1879, and second to Mary E. Doherty, of New York City, in 1884. Of his six children Alex. M. is a Civil Engineer with Mackenzie & Mann, contractors; John F., a student at St. Francois Xavier College, and his daughters, Catherine G., Amelia J., Mary M. and Margaret D., reside with their parents at Antigonish.



FLETCHER BATH WADE, HALIFAX, N.S.

Fletcher Bath Wade, K.C., M.P., Halifax, N.S., is one of the most eminent Counsels from Eastern Canada in the House at Ottawa. Born the 5th of September, 1852, at Granville, N.S., his family is descended from Jonathan Wade, who emigrated from the County of Norfolk, England, to Massachusetts, in 1632. John Wade, the great grandson of said Jonathan, was Captain of a Massachusetts Company, and assisted at the capture of Louisburg and participated in the battle of the Plains of Abraham. He secured a grant of land in the County of Annapolis, a large portion of which is owned by his descendants. He was commissioned Captain of the Nova Scotia Militia in 1763. His grandson, the late Job Wade, was the father of the subject of this sketch. He was born and always lived upon the old homestead, which is now occupied by another of his sons. He was Lieutenant in the militia, was a J.P., and died aged 91. His brother, Joseph, reached the age of 101 years. Mr. Wade's mother was Mary Harvey, of Eastport. Mr. Wade was educated at Belleisle school, in his native county, and by private tuition. Securing a teacher's license at the age of sixteen, he taught school for a year and a half, when he passed his preliminary law examination, and was articled to the Hon. Wm. H. Owen, K.C., of Bridgewater, N.S., with whom he studied for three years, finishing in the offices of McDonald (at present C.J. of the Supreme Court of Nova Scotia) & Rigby (afterwards Judge Rigby), and was called to the bar in July, 1875, passing the highest examination of the year. In 1890 he was appointed Prosecuting Barrister for the County of Lunenburg, and has since acted as Crown Prosecutor for that County. Was created a Q.C. in 1891. In 1900 was one of the arbitrators representing Nova Scotia in the case with the Dominion Government regarding the Eastern Extension Railway claim. Mr. Wade is best known through his connection with corporation and railway cases and enterprises. He has been identified with the organization of many mining, railway and industrial companies. Mr. Wade is the senior member of the law firm of Wade & Paton, which carries on an extensive



practice, with offices in Halifax and Bridgewater. Said firm numbers among its clients the Central Railway Co., the Middleton and Victoria Beach Railway Co., the Halifax and South-Western Railway Co., the Acadia Pulp and Paper Mills Co., the LaHave S.S. Co., the Coastal S.S. Co., Malaga Milling Co., E. D. Davison & Sons, Halifax Banking Co., etc.

In 1901 he was appointed Receiver and Manager of the Nova Scotia Railway Co., and successfully operated that road until its sale in 1896.

Mr. Wade has been an active supporter of the Liberal party since its dark days of 1878, when he was chosen Organizer for the County of Lunenburg, and in that year contested Lunenburg for the local Legislature. In 1901 was nominated against Mr. J. B. Mills, the Conservative member in Annapolis, and was elected by 150 majority. He has spoken freely, both in the debates of the House and in the Committee discussions, and is one of Nova Scotia's best informed and most creditable representatives.

He was married in 1877 to Florence L., daughter of Capt. R. P. Trefry, of Bridgewater, and has one daughter. He resides in Halifax.



HON. JAMES W. CARMICHAEL,
NEW GLASGOW, N.S.

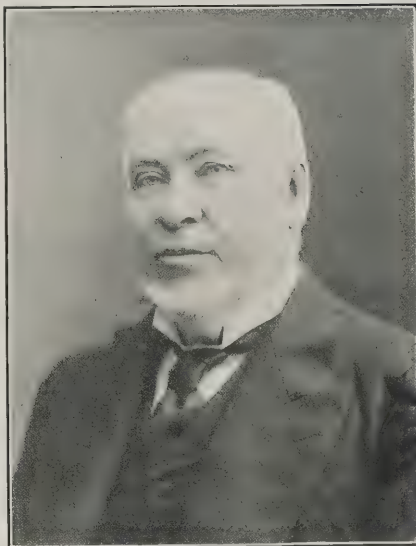
Honorable James W. Carmichael, Senator, of New Glasgow, is one of the few survivors of the first Canadian Parliament, in the Lower Chamber of which he had a seat as member for Pictou, Nova Scotia. He was born at New Glasgow, N.S., on the 16th of December, 1810. His grandfather, James Carmichael, was a soldier during the American Revolution, serving in a Highland regiment of the British army. After the cessation of hostilities he came to Nova Scotia, taking up his home in the County of Pictou, being the pioneer settler of the district. James Carmichael, father of the Senator, was born in 1788, and in 1809 moved to the locality which is now occupied by the town of New Glasgow. Mr. Carmichael was indeed the founder of that settlement. In 1819 he began the building of sailing vessels, varying in size from small craft for coast trading to larger boats of twelve hundred tons. The subject of this sketch went to the district schools, and later on to Pictou Academy, which he attended up till 1836. In that year he went into his father's employ. In 1866 he

established the New Glasgow branch of the Bank of Nova Scotia, and continued as its agent for twenty years. The firm of J. W. Carmichael built vessels up till 1870, and its last two sailing vessels were disposed of in 1899. At present the firm is known as J. W. Carmichael & Co., Limited, and owns and operates the steamship "Micmac" (steel), of 2,500 tons burden, operating between Great Britain and the Maritime Province ports. Senator Carmichael belongs also to the J. Matheson Co., Limited, of New Glasgow, extensive builders of mining machinery and marine engines. He married, in 1851, Maria, daughter of Mr. Duncan Coll, then Collector of Customs at the port of Guysboro, Nova Scotia. Mrs. Carmichael died in 1874. Three of a family are still living—Jessie, wife of John H. Sinclair, barrister, of New Glasgow, and member of the Local Legislature for the County of Guysboro; Caroline and Anna. Senator Carmichael's career in politics began away back in 1867, when he was elected as a Liberal member of Parliament for Pictou in the first House of Commons at Ottawa. At the general electoral district sent two Conservative members to support Sir John A. Macdonald's administration. In 1874 Mr. Carmichael was once more his party's choice in Pictou County and was elected, the Conservative Government being defeated in the same election, as the result of the Pacific scandal. The member for Pictou sat from 1874 till 1878, as a supporter of the Mackenzie administration, and in the latter year dropped out of the Federal arena till appointed to the Senate by the Laurier Government on the 1st of January, 1899. He has been his whole life long a consistent supporter of the Reform party, and an exponent of free trade principles. He is the possessor of a rich store of experience in political affairs, and any counsel he has to tender is received with the greatest respect. He is very popular with his fellow-Liberals in the popular Chamber, and has besides not a few intimate friends among those to whom he is opposed in politics. The record he bears in public life is one of which his friends may be justly proud.

HON. WILLIAM McDONALD, GLACE BAY, N.S.

Honorable Willam McDonald of Glace Bay, Cape Breton, Senator, is the second son of Allan McDonald, who with his father, Donald McDonald, of Inverness-shire, Scotland, settled about the year 1826 in the Island of Cape Breton. He is thus descended from the pioneer settlers of that now prosperous section of the Dominion. The Senator's mother was Mary, daughter of William McDonald, of Stolleary, Barra, Scotland, who, with her father, arrived in Nova Scotia from the old land about the year 1829. The subject of this sketch was born in the year 1837, and as a lad attended school in his native district, River Denys, Cape Breton. At the age of sixteen he was licensed to teach school and for two years was employed in the school he had himself attended. Later he finished his education by a course in St. Francois Xavier College at Antigonishe, N.S. Subsequently he taught school for another four years with signal success, but realizing that the outlook for his profession was far from promising, Mr. McDonald decided to enter into commercial pursuits and did so by locating in the village of Glace Bay, which, through the neighboring deposits of coal, has developed into one of the most prosperous wage-earning centres of Eastern Canada. His business was successful, and careful attention enabled him to make investments in real estate which have proven most profitable. Since 1885 he has devoted himself entirely to the management of his real estate interests in Glace Bay and elsewhere. The town of Glace Bay is situate on the Sydney and Louisburg Railway. Glace Bay basin supplies the ports of Sydney and Louisburg with all the coal exported from these towns and also the gigantic iron and steel works at Sydney with the fuel necessary to carry on their extensive business.

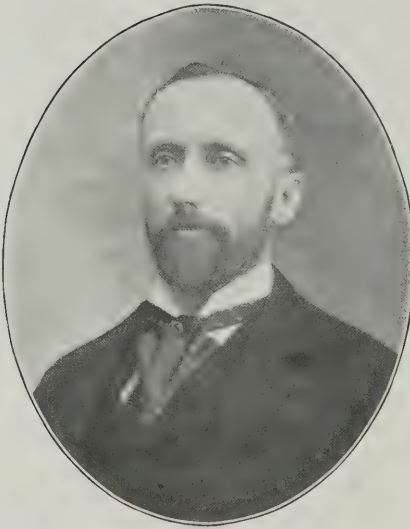
Senator McDonald married in 1865, Catherine, daughter of the late Donald McDonald, of Sydney Forks, Cape Breton, and is the head of a family of six: Allan J., barrister, of Sydney, C.B.; D. L., druggist, of Glace Bay; William, accountant and teller in the Glace Bay branch of the Union Bank of Halifax;



Teresa, Mother Superior of the Mount St. Joseph's Academy, at North Sydney; Mary E. and Catherine at home.

Senator McDonald has filled in his long career in public life important positions in municipal, provincial and federal politics. Away back in 1861, before the confederation of the provinces of British North America had been seriously thought of, he had made his appearance in politics in the interest of the Conservative party. In 1872 he was elected for Cape Breton County and until 1884 continued to represent that important constituency in Parliament. In the House of Commons he was for several years Chairman of the Committee on Colonization and Immigration. In 1883 and 1884 he urged and secured the first subsidy for the extension of the Intercolonial Railway across the Island of Cape Breton. In 1884 he was elevated to the Senate where he has continued to promote all legislation that he conceives to be for the public good. He has been an efficient Committee-man as well and takes an active part in watching the private bills presented from session to session. He was a Director of the North American Short Line Railway Co., which built from Oxford to Pictou, Nova Scotia.

Mr. McDonald's strong and healthy constitution promises many more years of usefulness. In religion he is a Roman Catholic,



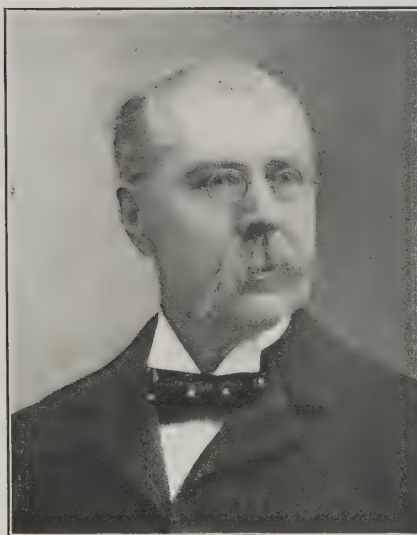
A. S. KENDALL, M. D., SYDNEY, C. B.

Arthur Samuel Kendall, M.D., one of Cape Breton County's two representatives in the House of Commons, was born at Sydney, Cape Breton, on March 25, 1861. His father, the Rev. S. F. Kendall, came to this country in 1857 and settled at Sydney. His mother was Emily Long, English. Dr. Kendall went to Sydney school until his sixteenth year. He then entered Mount Allison College, New Brunswick, taking a literary course there of three years' duration. Two years more he passed at Halifax Medical College, after which he went to Bellevue Hospital in New York. His degree of M.D. was attained in 1882. From 1882 till 1884 he attended Guy's Hospital in London, England, and came thence back to Sydney with the degree of M.R.C.S. He entered upon the practice of his profession in his native city, and took an active interest in politics as a supporter of the Liberal party. In 1896 he was chosen one of the party nominees for the House at Ottawa, his running mate being Joseph McPherson. Both of the Liberal candidates suffered defeat in that year, the successful aspirants being Sir Charles Tupper, the Prime Minister of Canada, and Mr. Hector McDougall. In the local election of 1897 Dr. Kendall, along with Mr. Alex. Johnstone, a fellow Liberal, was sent to the Legislature at Halifax. Dr. Kendall's plurality in this campaign was over one thousand. In the general election of November, 1900, Dr. Kendall and Mr. Johnstone were chosen Liberal candidates

for Cape Breton for the Ottawa Parliament. They had to fight Sir Charles Tupper, the Opposition Leader in the House of Commons, and Mr. Hector McDougall, the other sitting member. But the two Government supporters, Kendall and Johnstone, both scored decisive majorities. In the Provincial Legislature the two gentlemen from Cape Breton took an important part. The subject of this sketch took a leading part in the agitation which culminated in a bill prohibiting corporations from deducting more than ten per cent. from their employees' wages for back debts. This measure met with defeat in the Legislative Council, the upper branch of the Provincial Parliament, but was brought forward again in the following year and on that occasion put through both Chambers. Another piece of legislation that Dr. Kendall had passed was the act prohibiting corporations from assessing employees for the maintenance of company doctors. Still another act which Dr. Kendall interested himself in was the Employers' Liability Act, which holds companies liable for mishaps where an overman is incompetent. In 1899 Dr. Kendall appeared at Ottawa with a scheme, since accepted by the Minister of Marine and Fisheries, which has proven of great value to the fishermen in the season when they run short of bait. Dr. Kendall's idea was for the erection at convenient points throughout the Maritime Provinces of frozen bait stations in which a supply could be kept through the warm weather. The Federal authorities pronounced the proposal sound and secured from Parliament an appropriation for the building of those cold storage plants. Since then twenty-four of these stations have been built. While in the Local Legislature Dr. Kendall was the first to press on the Government the desirability of establishing demonstration stations for the purpose of showing how fertility may be restored to exhausted soil by the use of clover, and also to test the local conditions for the growing of fruit. The result was that the Government of Nova Scotia has adopted this measure, and already many of these stations have been established. In the House of Commons the Doctor is conspicuous in his endeavor to secure better recognition for the wage-earner. He is a Free Trader and a Radical. In addition to his political associations he has been a town councillor of Sydney and belongs to the Masonic Order, the Independent Order of Oddfellows, the Cape Breton Medical Society, of which he is an ex-President, and the Nova Scotia Medical Society. In 1886 he married Mary, daughter of Rev. A. R. Crawley, one of the first missionaries to Burmah, by whom he has one son and two daughters.

**THOMAS B. FLINT, M. A., LL. B.,
YARMOUTH, N.S.**

Thomas Barnard Flint, M.A., LL.B., Clerk of the House of Commons of Canada, has for years been known throughout the Dominion as a prominent Liberal in the House of Commons and supporter of the cause of Prohibition. He belongs to a family that emigrated to Nova Scotia from the vicinity of Salem, Massachusetts, in 1861. His great-grandfather, Capt. Thomas Flint, is credited with having been the first settler who sailed up Yarmouth harbor. His grandfather, Captain David Flint, was for years known as one of the most conspicuous vessel owners and captains in the West Indian trade. His father, John Flint, was also interested for many years in the shipping industry in Yarmouth. The late member for Yarmouth's mother was Ann S. Barnard, daughter of Benjamin Barnard, who also came from Salem, Massachusetts, and was one of the pioneer residents of the county of Yarmouth. Mr. Flint attended the local schools until fourteen years of age when he entered the Wesleyan Academy at Sackville, New Brunswick, taking a preparatory course till his seventeenth year when he entered Mount Allison University, graduating from the latter well-known institution in 1867, the year of the Confederation of the Canadian Provinces, with the degree of Bachelor of Arts. In later years he was given the M.A. degree by the same University. After leaving college he became articled to Judge J. W. Ritchie, of Halifax, and began the study of the profession of law for which he had been preparing. He took a course of legal study at Harvard Law School, Cambridge, Massachusetts, graduating in 1871 with the degree of LL. B. In the year following he was admitted to the Nova Scotia bar and at once entered upon the practice of his profession in Yarmouth where he has ever since resided, doing a general practice. Up to the date of his appointment as Clerk of the House of Commons he was head of the legal firm of Flint & McKay. The subject of this sketch filled the office of Sheriff of the county in which he resided from 1883 till 1887. In the last named year he became Assistant Clerk of the Nova Scotia House of Assembly, an appointment which he held till 1891. In the district where he resides he has been identified with most of the larger enterprises of recent years, educational, shipping, railroad and manufacturing, which have done so much to make the community known to the world. The county is one of the most prosperous in the Province, and is annually a perfect Mecca for the tourist travel of the eastern portion of the United States.



Mr. Flint has been for many years Vice-President of the Yarmouth Building and Loan Society. He is one of the most prominent Masons in the Maritime Provinces. He joined that Order in 1872 at Halifax, was made Grand Master of the Grand Lodge of Nova Scotia for three years, and has held for the past ten years the post of Chairman of the Foreign Corresponding Committee. In 1899 he was delegate from the Province in which he resides to the National Masonic Centennial Association at Washington, D.C. In 1878 Mr. Flint was called upon to stand for the House of Commons as Liberal nominee in Yarmouth. He was unsuccessful on that occasion, but in 1891 gained his election in that electoral district. At the general elections of 1896 and of 1900 he was again favored with the endorsement of his constituents, a flattering token of the esteem in which he is held by those who know him. In the House Mr. Flint has the reputation of carefully watching all legislation that comes forward. He has not been a very frequent speaker, but always has a word in season when there is a point on which he can add a word to advantage. He has been Chairman of the Standing Orders Committee of the Commons and has taken an intelligent interest in the work of several of the other committees to which he has belonged. Mr. Flint was married on the 14th October, 1874, to Miss Ella J., daughter of Thomas B. Dane, of Yarmouth. He belongs to the Anglican Church.



WALTER CROWE, SYDNEY, C. B.

The development of Canada, so remarkable of late years, has not been confined to the new young Canada of the West, the Province of Manitoba, the Northwest Territories, British Columbia, and also to the hitherto unexploited districts of the northwestern part of the Province of Ontario, for in no part of the broad Dominion has there been greater industrial and commercial progress made in the last half-dozen years than in the Island of Cape Breton, and particularly in the town of Sydney, its manufacturing centre and capital. To no native-born Canadian is there more credit due for the initiative which has brought about this era of prosperous development of the rich natural resources of the Island of Cape Breton, and the utilization of the natural advantages offered than the subject of this sketch, Walter Crowe, of the town of Sydney, barrister-at-law. Born in the town of Truro, in the Province of Nova Scotia, in 1862, he was educated at the public schools of his native town, and afterwards at Dalhousie University, where he graduated in Arts and Law. Determining upon law as his pro-

fession in life he entered upon the study thereof as a student-at-law, and after fulfilling the requirements of the Law Society of the Province of Nova Scotia as to service under articles and examinations, he was called to the bar of his native Province in February, 1886. In the following year he went to the town of Sydney, and commenced the practice of his profession, where he has continued with much success ever since. In 1888 he entered into partnership with the late Colin Chisholm, which partnership continued under the firm name of Chisholm & Crowe, until the death of Mr. Chisholm. Deeply interested in the welfare and progress of the town of Sydney, and convinced of the great wealth and mineral resources of the island of Cape Breton, and the advantages offered as to shipping and transportation at the port of Sydney, he was early in his career prominent in all endeavors for the material and political advancement of his adopted home. Successful in obtaining the confidence of the people of Sydney, and untiring in his efforts for its progress, he was elected Mayor of Sydney in 1897, and re-elected in 1898-1899-1900-1901 and 1902, six years continuously—a unique honor in municipal government. A successful lawyer, the firm of Chisholm & Crowe were the solicitors of the great companies that have done so much for the development of the resources of Cape Breton.

After the death of his partner, Mr. Chisholm, Mr. Crowe continued as solicitor for the Dominion Iron and Steel Co., and the Dominion Coal Co., two of the largest institutions of their kind on the continent of America. It was during the time when Mr. Crowe was Mayor of the town that the works of the Dominion Iron and Steel Co. were established in Sydney, and he played a prominent part in the successful efforts made to induce that corporation to select Sydney as the site of the mammoth works which have transformed a little village into a city of 15,000 inhabitants within a period of three years. Mr. Crowe is one of the principal shareholders of the Eastern Telephone Co., which largely through his efforts became established in Cape Breton.

HON. W. T. PIPES, K.C., AMHERST, N.S.

Hon. William Thomas Pipes, K.C., a prominent barrister of Amherst, N.S., was born at Nappan, April 15, 1850, son of Jonathan B. and Caroline (Fowler) Pipes. He is of English ancestry, being a great-gandson of William Pipes, who came to Nova Scotia from England, and who was one of the early settlers of Nappan, where he cleared a farm and resided until his death, at an advanced age.

The next line of descent was Brown Pipes, who was born at Nappan, and who married a Miss Ripley. He had four children. In addition to farming, which he followed in his native place for many years, Brown Pipes was also engaged in shipbuilding on a somewhat extensive scale, his connection with that line of industry extending over a number of years. He died at the age of sixty.

His son, Jonathan B., father of the subject of this sketch, was born at Nappan, N.S., on April 19, 1818. Brought up to agricultural pursuits, he spent the active years of his life in farming at Amherst Point, where he died at the age of fifty-six, in 1874. In politics he was a Liberal, and in religion a Methodist. His wife, Caroline, was born in November, 1821, was a native of Amherst, her parents being Thomas and Irene (Bliss) Fowler. Her father was born at Fowler's Hill, and was a prosperous farmer and prominent citizen of that locality. She belonged to the Church of England. Mr. and Mrs. Jonathan B. Pipes were the parents of six children, of whom William was the second in order of birth. All are now living. The following is a brief record of the family: Lucy is the wife of George W. Forrest, of Amherst Point. Brown, the third-born, who is unmarried, resides at Dorchester, and is Deputy-Warden of the Penitentiary there. Herbert S., the fourth, married Eliza Layton, of Amherst, where they now reside. Bright married Laura Copeland, of Amherst Point, of which place they also are residents. Carrie is unmarried and lives at Amherst. Bright is a member of the Municipal Council of Cumberland County.

William T. Pipes acquired his general education at Amherst Academy and at Acadia College, Wolfville, N.S. He then began the study of law with W. M. Fullerton, Q.C., at Amherst, and subsequently continued it with Blanchard & Meagher, of Halifax. Being admitted to the bar in 1876, he has since practiced his profession in Amherst, and has been very successful, having a large clientage. He was appointed Queen's Counsel June 25,



1890. In politics he is a Liberal. His popularity is evinced by the fact that he has several times been called upon to serve his fellow-citizens in a public capacity. He was a Member from Cumberland County of the House of Assembly in 1882, in 1883, 1884 and 1885, and was leader of the Liberal Government, as Premier, from August, 1882 to 1884. He was appointed to the Legislative Council of January 25, 1898, and a member of the Murray Administration, without Portfolio, being leader of the Government in the Upper Chamber. In these positions he has shown fidelity to the interests of his constituents and to those of the people of the Province in general, and a degree of efficiency that marks the capable politician and man of affairs. Mr. Pipes is also largely interested in real estate and commercial enterprises. He is a Director of the Amherst Boot and Shoe Manufacturing Company, the business of which aggregates a half-million dollars yearly. He is a Director and Secretary of the Nova Scotia Lumber Company, Limited, and of the Exploits Lumber Company, which manufacture lumber in large quantities.

In religion Mr. Pipes is an adherent of the Methodist Church. He was married November 14, 1876, to Ruth Eliza McElmon, a daughter of David McElmon, of Fort Lawrence, N.S. Mrs. Pipes died February 4, 1894, at the age of thirty-eight years, leaving three children—Helen Kate, Mary Grace and Fannie Ruth Chandler.



HON. JOHN PERCIVAL BURCHILL,
SOUTH NELSON, N.B.

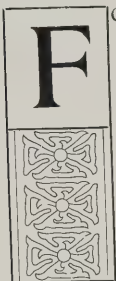
Prominent both in the political and industrial life of the Province of New Brunswick, the Honorable John Percival Burchill, Speaker of the Local Legislative Assembly, is a conspicuous figure in the era of development which during the last decade has marked the Maritime Provinces of the Dominion of Canada. The son of George Burchill, who came to the town of Nelson, in the Province of New Brunswick, in the year 1826, from the city of Cork, Ireland, a ship-builder and owner of note, having a shipyard on the island opposite the town of Nelson, and now head of the firm of George Burchill & Sons, lumber manufacturers, of which the subject of this sketch is a partner, and his wife Bridget Percival, of Canadian birth, he was born in the year 1855 in Miramichi, in the Province of New Brunswick. Educated at the Grammar School at Chatham, he, at the age of 14 became a clerk in the general store conducted by his father in connection with the lumber business, took charge of the outside operations of his father's business until the year 1875, when he had thoroughly learned the varied branches of the lumber

trade. In the year 1881 he entered into partnership with his father and brothers under the firm name of George Burchill & Sons. The senior member of this business and the present firm have been engaged in the lumber trade in New Brunswick, and have shipped lumber to England for over sixty years, and still own over 150 square miles of timber limits in the Province of New Brunswick. The subject of this sketch is also President of the Miramichi Steam Navigation Company, Newcastle, New Brunswick. For six years he was a member of the Northumberland County Council, and was subsequently elected Warden. Entering politics, he represented Northumberland in the New Brunswick Assembly as a Liberal, from 1882 until 1886. Defeated in the latter year, upon a vacancy occurring in the same constituency, he was elected in 1887, and has continued to represent Northumberland in the Provincial Legislature until the present time. In 1893 he was elected Speaker of the Assembly of the Province of New Brunswick, and was re-elected to the same onerous position in 1896. A Liberal in politics, he is a pronounced Free Trader in his views.

An Anglican in religion, he has been a delegate to the various Synods of his Church. Married in 1882 to Eliza, eldest daughter of Judge Wilkinson, he has three children, Alice, Edith and Percy, and resides at Nelson, New Brunswick.

Actively engaged in one of the great industries of the Maritime Provinces, and deeply interested therein, he has strong opinions regarding international trade, but in his responsible position as Speaker, he has never allowed political opinions to bias his conduct in presiding over the legislative proceedings of that body. Interested in social and Church affairs, his prominent position and ability has been of great service to the cause of charity and religion throughout the diocese in which he lives. The importance of the large lumbering business of George Burchill & Sons can be understood when it is mentioned that the exportation of lumber by the head of the firm began in the year 1856, and the present firm has continued it successfully until the present time.

CHARLES E. FISH, M. P. P., NEWCASTLE, N. B.



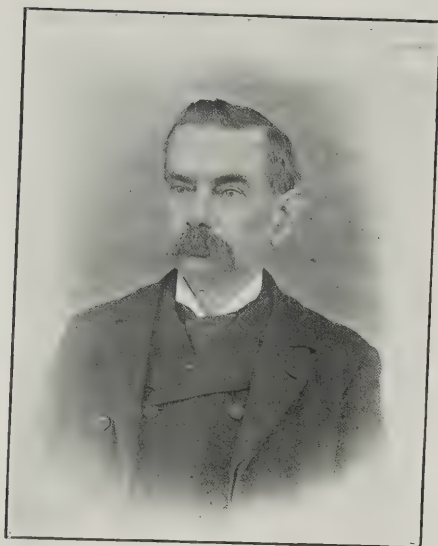
FOR the development of one of the national resources of the Province, as well as for his position in the political life of his country, is Charles E. Fish, M. P. P., entitled to prominence in the story of the progress of Canada. A thoroughly practical man, with a clear comprehension of the business which has extended its dealings throughout a large part of Eastern Canada and the Eastern States of the American Union, he has not only been a successful business man, but also a legislator of influence in the Province of New Brunswick. The son of James A. Fish, a native of Waterford, Maine, and one of the early settlers of the birthplace of the subject of this sketch, Newcastle, in the Province of New Brunswick, and his wife, Elizabeth McAllister, he was born on the 5th of January, 1854. Educated at Harkins' Academy, in his native town, until the age of 16, when he entered the office of his father, who at that time was a lumber merchant with extensive interests. At the age of 25 he was given charge of the stone quarry then being operated by his father. Removing to the city of New York in 1880, he, in the office of a large building and constructing firm, obtained in the two years that he remained with it a clear insight into the business which he afterwards followed to such good advantage on his own account upon his return to Canada. Removing to Newcastle in 1882, he shrewdly purchased the French Fort Cove Stone Quarry, peculiarly adapted for building purposes. The beauty and desirability of this

stone were not appreciated until two years afterwards, when Mr. Fish's energetic efforts were rewarded, and his shrewdness vindicated by its use in the building of the Joyce Block in the City of Quebec. In the year 1884, when the building of the Langevin Block in the City of Ottawa was determined upon, the Miramichi sand-stone was the stone selected by the Dominion Government for its construction. Soon the demand for this stone became greater and greater throughout Eastern Canada, and it has been used in the construction of the City Hall, Hamilton, Ont.; St. Dunstan's Cathedral, Charlottetown, Prince Edward Island; the Customs House at Rimouski and Fraserville; besides hundreds of private residences in the City of Montreal and the Maritime Provinces. In 1893 Mr. Fish discovered a peculiar sand-stone whose utility he quickly recognized as of great value in the manufacture of wood-pulp, and his opinion has been adopted as the best in that manufacture throughout the world, and as a consequence from 75 to 125 men are employed by Mr. Fish during the whole of each year in getting out the pulp-wood stone, which has necessitated a considerable enlargement of his plant to fulfil the demand. In addition to his quarry business he also owns and conducts a large flour mill near Newcastle.

In 1898 Mr. Fish was the coalition candidate for election in Northumberland County for the Provincial Legislature of New Brunswick, and was returned by over 800 majority.

Married in the year 1882 to Annie, daughter of Mr. Oliver Willard, he with his family of five children reside in Newcastle. In religion Mr. Fish is a Presbyterian, and in politics a Liberal-Conservative.





**ONESIPHORE TURGEON, M. P.,
BATHURST, N. B.**

Onesiphore Turgeon, Member of Parliament for the county of Gloucester, New Brunswick, is one of the two Acadian representatives in the popular Chamber at Ottawa. His father, Simon Turgeon, was a native of Beaumont, county of Bellechasse, Quebec. His mother was Pelagie Paradis, of French parentage, whose people lived also in Beaumont, Bellechasse county, Quebec. The Member for Gloucester was born in Levis, Quebec, on the 6th of September, 1849. He attended the schools of his native town till the age of twelve, and then passed into the Quebec Seminary. From this seminary he graduated into the Laval University in 1869, taking subsequently a theological course for two years. He left Laval in 1872 with the degree of B.L. From Quebec he went to a French settlement at Petit Rocher, twelve miles from the town of Bathurst, New Brunswick, where he opened schools and taught among the poorer settlements for two years. In 1874 he organized the Green Point Lobster Company, investing therein what capital he could command. This concern was engaged in the packing of lobsters. In 1879 this canning plant had to be closed down on account of financial difficulties. From 1879 till 1885 he was agent in Gloucester county for several outside companies, and in

the latter year went to New York City, where he worked as a collector for the Singer Sewing Machine Company. In 1892 he returned to the county of Gloucester as agent for that company, making his headquarters in the town of Bathurst. Up to the time of his removal to New York Mr. Turgeon had been a supporter of the Conservative party. In 1877 he had been the Conservative candidate in Gloucester county for the House of Commons at Ottawa, but was defeated by the Hon. T. W. Anglin by a majority something over three hundred. In 1882 he was once more induced by his friends to take the field in Gloucester as Conservative standard-bearer, but on this occasion suffered defeat at the hands of the Independent candidate, Mr. Kennedy F. Burns. On his return from the American metropolis Mr. Turgeon identified himself with the Liberal party and took an active part in supporting that cause. He was nominated by the Liberals in 1896 against the sitting member, Mr. T. Blanchard, Conservative, but lost to that gentleman by over seven hundred votes. The general election of 1900 saw Mr. Turgeon brought out for the House of Commons as candidate for the Liberals in the county of Gloucester. This time he met with success, overthrowing his former opponent, Mr. Blanchard, by close on one thousand of a majority. As member for a maritime constituency Mr. Turgeon has taken a deep interest in all that is for the benefit of our shipping and fishing interests. He has secured the erection of four new lighthouses on the Gloucester coast, and also such vast improvements by the Dominion Government to the harbor of Caraquet as to make it the most important shipping port of Northern New Brunswick, and as the representative of a constituency which gives much attention to farming, he has been a constant attendant at the sittings of the Commons Committee on Agriculture. The Member for Gloucester belongs also to the Private Bills Committee of the House. He is a regular attendant at the sessions of the Chamber and devotes a great deal of his time to the interests which sent him to the Federal Parliament. Mr. Turgeon is Director and Manager of *Le Courrier des Provinces Maritimes*. He married on the 20th of August, 1876, Margaret Eulalie Baldwin, of Bathurst, and is the father of five children—Alphonse, Editor of *Le Courrier des Provinces Maritimes*, a graduate in 1899 of Laval University; James G., employed in the Census Department at Ottawa; Joseph and Charles, now attending the Sacred Heart College in Caraquet, New Brunswick, and one daughter, Elizabeth, at home. His place of residence is Bathurst, N. B.

HON. L. J. TWEEDIE, FREDERICTON, N. B.

Among the men distinguished in the political life of Canada, the Hon. L. J. Tweedie holds the highest position that can be given to a representative of the people in provincial affairs. The story of his life is an illustration of the development of those distinctive qualities of brain and heart which have given him the leadership of the Government of a large and wealthy Province. He who holds such a position in these days must be a man of many parts or he will not be able to successfully fulfil the requirements of his station, for the office of Premier is one which involves great power and many responsibilities, especially in a Province like New Brunswick, which has but one Legislative Chamber. Although party feeling runs high in New Brunswick, its Government has always been free from any connection with Federal politics, and both Conservatives and Liberals have been members of successive administrations.

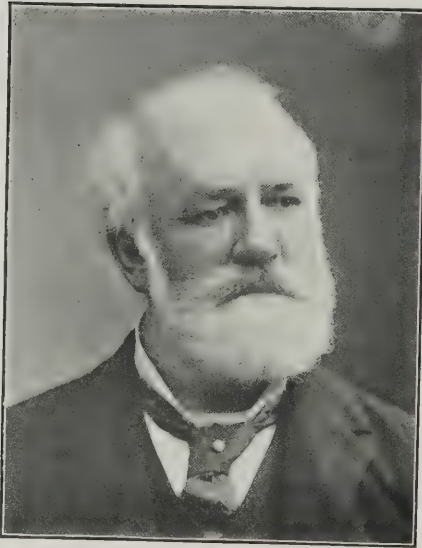
The popularity of Mr. Tweedie in New Brunswick is attested by the strength of his Government in the Legislature, where he is able to command four-fifths of the votes given by the representatives of the people.

Mr. Tweedie was born at Chatham on the 30th of November, 1850. He comes of an ancient Scottish family which has long been settled in Peeblesshire, but from a branch of that family which went over to Ireland in the time of Cromwell. He was educated at the Chatham Grammar School and the Presbyterian Academy, and studied law with the Hon. John M. Johnson and Judge Wilkinson. He was called to the bar of New Brunswick in October, 1870, and entered with success upon the practice of the law. At the general election of 1874 he was a candidate for the representation of his native county, Northumberland, and was returned by a large majority over the opposition candidates. The question at issue on that occasion was the maintenance of the free non-sectarian school system of New Brunswick. Mr. Tweedie soon proved himself a useful and able member of the House of Assembly, and was particularly distinguished



for his ability as a speaker. He was defeated at the general election of 1878, but re-elected in 1886, and has ever since been a member of the House. In 1890 he became Surveyor-General and head of the Crown Lands Department, under the premiership of the Hon. A. G. Blair, and held that office until 1896, when he became Provincial Secretary under the premiership of the Hon. Mr. Mitchell. While holding the office of Surveyor-General he introduced many improvements into that department, and showed himself to be a highly successful administrator. Upon the resignation of the Hon. Mr. Emmerson in 1900, Mr. Tweedie became Premier, it being universally admitted that his long public service and ability entitled him to that high position. Since he became Premier, Mr. Tweedie's administration of provincial affairs has been highly successful.

He was married in 1876 to Agnes, daughter of the late Alexander Loudon, of Chatham, and has had eight children, of whom six—four boys and two girls—are living. Mr. Tweedie is a member of the Presbyterian Church and takes an active interest in its affairs.



HON. A. G. BLAIR, OTTAWA

Honorable Andrew George Blair, K.C., M.P., LL.D., and P.C., Minister of Railways and Canals in the Federal Cabinet at Ottawa, was born in Fredericton, New Brunswick, on the 7th of March, 1844. He is of Scotch descent. He was educated at the Collegiate School in his native city, and called to the bar in 1866, one year before the Confederation of British North America. His career in that profession has been one of the most eminent in New Brunswick. He was created a Q.C. by the Earl of Derby in 1891, and has been associated with a very large proportion of the important suits in recent years, appearing frequently before the Supreme Court of Canada at Ottawa. Is an LL.D. of the University of New Brunswick. He was also honored by appointment as lecturer at the St. John Law School. He has played an important role in the politics of his Province from 1878. Entering the arena at a time when the Liberal cause was weak he soon developed a following, which he has maintained ever since. There were but six Liberals in the New Brunswick Assembly in 1878 out of a House of forty-one. To Mr. Blair, as member for York, was entrusted the duty of Opposition leader, a part

he filled to such advantage that in three years his following had grown to seventeen. In 1883 the party he led overthrew the Hannington Ministry at the polls. Mr. Blair was called on to form a Government, announced his choice of colleagues the same day, and has never since known what defeat means. His Government held the confidence of the New Brunswick electorate at the general elections of 1886, 1890 and 1894, and the gentlemen with whom he was associated are still triumphant there with a prestige that is as bright as ever. When Premier Laurier ran his eye over the several Provinces for the material to form his Government, his attention was fixed on the wonderful success of Premier Blair of New Brunswick. That gentleman accepted the Portfolio of Railways and Canals at Ottawa, one of the most important in the service, a post which he has retained since 1896. Mr. Blair's chief effort in the administration of his department has been for the improvement of Canada's transportation facilities. To that end he has expended, with the sanction of Parliament, an immense sum upon the deepening and improvement of our national canal system, and, in the form of railway subsidies, another large sum to encourage the development of our great natural resources of farm lands, of forests and of mines. Under Mr. Blair the canals from the Great Lakes to the port of Montreal have been deepened to fourteen feet, the Crow's Nest Pass Railway has been built to open to the markets of the world the untold wealth of Southern British Columbia and the Intercolonial Railway, the Government system, extended by the purchase of the Drummond County Railway and an arrangement with the Grand Trunk to the city of Montreal. The Minister has also invested largely in new equipment for that line and in general improvements to the roadbed and station facilities, the results of which are apparent in the financial returns of the road. Mr. Blair was a member of the Interprovincial Conference at Quebec in 1887, and one of the Vice-Chairmen of the Ottawa Reform Convention of 1893. He sits in Parliament for the city of St. John. He is one of the most forcible speakers in the Commons, and shows in his face the pluck and determination which has won success in many a hard contest. Since entering the Laurier Government he has made his home at 274 O'Connor Street, in Ottawa. His wife is Annie E., daughter of the late George Thompson, Deputy Superintendent of Education at Fredericton. Mr. and Mrs. Blair have raised quite a large family. The loss by drowning, in November, 1901, of their daughter Bessie, was a great trial to both parents.

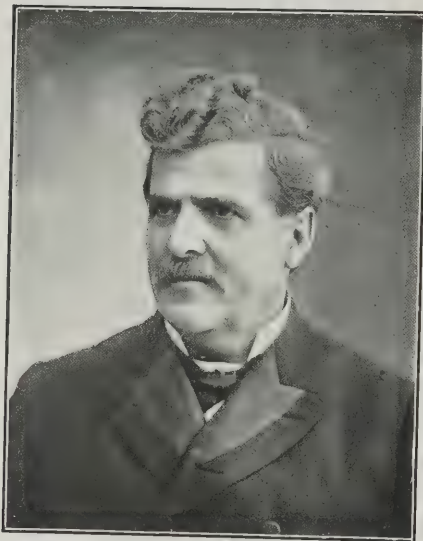
HON. PETER MCSWEENEY, MONCTON, N.B.

Honorable Peter McSweeney, Senator, is a native of Moncton, New Brunswick, where he still makes his home. He is the son of Peter McSweeney, who came to this country from the County Kerry in 1836. His mother was Joanna Downing, also of Irish ancestry. The subject of this sketch was born on the 11th of April, 1842, received his education in Moncton till the age of fifteen when he secured a position in the dry goods establishment of Doherty & McTavish in the city of St. John. Mr. McSweeney remained with this firm thirteen years in all, working up to the position of chief salesman. In 1868 he made up his mind to try a business venture on his own account and, resigning his situation in St. John, moved back to his native town of Moncton, where he joined with his brothers Edward and Thomas under the firm name of McSweeney Brothers as general storekeepers. In 1877 he withdrew from this partnership and started in the retail dry goods business trade in Moncton on his own account. This investment prospered as the years went by till in 1900 the head of the establishment felt justified in converting it into a joint stock enterprise under the name of the Peter McSweeney Company, now one of the most conspicuous concerns in the Maritime Provinces, the largest, in fact, between Quebec and Halifax, employing altogether thirty-one salesmen. Not all of this successful business man's time was taken up in the management of his commercial enterprise. Mr. McSweeney was urged by his fellow-citizens first into a career in municipal politics, and since then by his fellow Liberals into the acceptance of a seat in the upper branch of the Federal Legislature at Ottawa. When Moncton was a town Mr. McSweeney held office as one of its councillors. When the community developed to city status he was made an alderman and served also on the School Board for the space of two years. He has been identified with the organization of some of the best known manufacturing enterprises of Eastern Canada, particularly in the line of cottons. In Moncton he took a prominent part in the establishment of the Moncton Manufacturing Company, of the Moncton Cotton Mills, and of the Moncton



Knitting Factory. He is also a shareholder in the Dominion Cotton Company and the Montmorency Cotton Company. His successful career is one which our youth ought to be proud to emulate as in its success has been won by consistent attention to duty and by a determination to overcome whatever difficulties stood in the way. He has for many years taken an active part in supporting the policy of the Liberal party. As a representative follower of that cause he was elected Vice-President of the Westmoreland Provincial Liberal Association and a member of the Executive Committee of the Maritime Liberal Association. He was called to the Senate on the 15th of March, 1899, and has taken since an energetic part in the proceedings of that Assembly. He belongs to two of the most important committees of the Upper House, that on Banking and Commerce and that on Miscellaneous Private Bills.

In religion Senator McSweeney is a Roman Catholic. He married in 1872 Mrs. Wilhelmina Fisher, widow of the late Henry Peters Fisher, of St. John, a daughter of Mr. James Smith, of Edinburgh, Scotland, and is the head of a family of three—one son, a member of the departmental store of which Senator McSweeney is head, and two daughters, unmarried. He has served as a member of the Board of Almshouse Commission, and as a member of the local Board of Health.



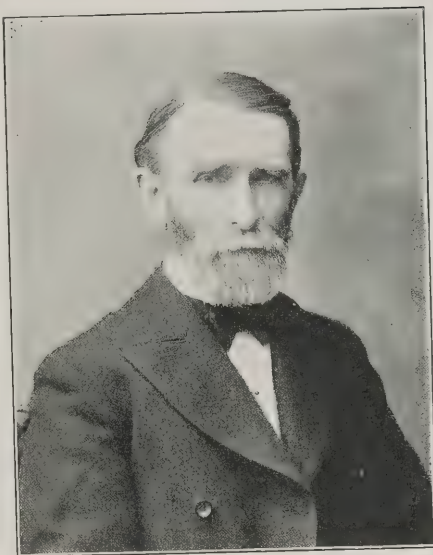
HON. H. R. EMMERSON, M.P.,
DORCHESTER, N.B.

Honorable Henry Robert Emmerson, K.C., LL.D., M.A., Member of Parliament for the County of Westmoreland, New Brunswick, has for some years been one of the most important public men of the Province from which he hails. He is the son of the late Rev. R. H. Emmerson, Baptist clergyman, and Augusta Read, daughter of the late Joseph Read, of Minudie, Cumberland, Nova Scotia. On his father's side he is of English descent, and on his mother's side descended from Loyalists, who came across to Canada at the time of the revolt of the American colonies. He was born at Maugerville, Sunbury County, New Brunswick, on the 25th of September, 1853, and educated at St. Joseph's College, in Memramcook, Amherst Academy in Nova Scotia, Mount Allison Academy in Sackville, the English High School in Boston, Horton Academy and Acadia College in Wolfville, Nova Scotia. He went to Horton Collegiate Academy in 1869, and took a partial course in Acadia College in 1870 and 1871. Mr. Emmerson studied law first in Dorchester, New Brunswick, in the office of the late Sir A. J. Smith, and later with the late Albert J. Hickman, Q.C. In 1877 he graduated from Boston University Law School with the degree of LL.B., carrying off a prize awarded for his essay on "The Legal Condition of Married Women," offered by the Faculty. He became an Attorney of the Supreme Court of New Brunswick in 1877, and

was called to the bar of his native Province in the year following. His progress in his profession was rapid. For many years he has been regarded as one of the leading lawyers of the Maritime Provinces, and was created a Q.C. by the Government of New Brunswick in 1899. In addition to his law practice he has other important business interests, among them being the general management of the New Brunswick Petroleum Company, Limited, which is engaged in the development of the oil resources of Memramcook, N.B., producing a high grade of petroleum, and with very satisfactory prospects before it. Mr. Emmerson is also counsel for the Intercolonial Copper Company of Providence, which owns copper mines and refinery at Dorchester, N.B. The subject of this sketch belongs to the Baptist Church, was for several years a Director of the Maritime Baptist Publishing Company of St. John, and a member of the Senate of Acadia University. At present he is on the Board of Governors of that institution. He is Chairman of the Canadian National Baptist Convention Committee appointed to arrange for the gathering held in Winnipeg in 1899, and was elected President of the Convention itself. He married in 1878 Emily C. Record, daughter of the late C. B. Record, of Moncton, N.B. Mrs. Emmerson is since dead. Five children survive, one son, Henry, attending McGill University. Mr. Emmerson has been a supporter of the Liberal party all his life. In 1887 he was put forward by the Liberals of Westmoreland County against Mr. Josiah Wood, the sitting Conservative member for that electoral district, now in the Canadian Senate. The vote went against him, however, on that occasion. In the year following he was chosen member for Albert in the local Legislature. Becoming a member of the Legislative Council, he advocated the abolition of that body which took effect in 1892. While in the Upper Chamber he entered the Blair Government as President of the Executive Council and Leader of the Government in the upper branch of the Legislature. He became Commissioner of Public Works under Mr. Blair in 1892, and on the resignation of Hon. James Mitchell from the Premiership in 1897, formed a Government, and in the succeeding election carried forty-one seats out of the forty-six in the House altogether. He resigned the local Premiership in September, 1900, and ran in Westmoreland for the House of Commons, carrying that county against Mr. H. A. Powell, who had represented it in the previous Parliament. For the work he accomplished as Provincial Premier Mr. Emmerson is justly held in high esteem by the people of New Brunswick, and has doubtless not yet reached the pinnacle of his career in public life.

HON. JOSIAH WOOD, SACKVILLE, N. B.

Honorable Josiah Wood, Senator, is a native of Sackville, New Brunswick, his father, Mariner Wood, having been for years a merchant in that place. He was born on the 18th of April, 1843. After attending the common schools Mr. Wood passed through Mount Allison Wesleyan College in Sackville, from which he graduated and afterwards received the degree of Master of Arts. After leaving school he read law with the late Judge A. L. Palmer from 1863 to 1866, was admitted to the bar and commenced the practice of his profession in Dorchester, New Brunswick. In 1867, the year of confederation, Mr. Wood's brother was obliged through ill-health to give up active business, and Josiah gave up his law practice to enter into his father's business. A partnership was formed in 1871 under the name of M. Wood & Sons, under which name the business has since been carried on. This firm built several vessels at Sackville, and at one time was largely interested in the shipping industry, the last of their interests being disposed of in 1899. Senator Wood owns a large farm near Sackville, and is well known as a breeder of Shorthorn cattle. At present Mr. Wood is President and Manager of the New Brunswick and Prince Edward Island Railway, built from Sackville to Cape Tormentine on the Straits of Northumberland, a distance of thirty-six miles. The distance from Cape Tormentine across the Straits to Prince Edward Island at this point is only eight miles, and the road was built by Mr. Wood between 1883 and 1886 as a means of improving the connection with the Island both for mails and passengers. Mr. Wood is at present sole surviving partner of the old firm of M. Wood & Sons, of Sackville, wholesale merchants and general storekeepers. He is also President of the Calhoun Lumber Company at Gaspé, sawing about five million feet a season, and President of the Sackville Water and Sewer Company. In January of 1874 he married Laura S., daughter of Thompson Trueman, of Sackville. He is the head of a family of five. Mr. Wood belongs to the Methodist Church. He first entered the arena of politics as an unsuccessful candidate for the New Brunswick



Legislature in 1878. In the general election of 1882 he was the Conservative standard-bearer, and defeated Sir A. J. Smith in Westmoreland for the House of Commons at Ottawa. Five years later he once more secured the endorsement of his constituents over Mr. H. R. Emmerson, afterwards Premier of New Brunswick. In 1891 he won from Mr. William F. George, and was called to the Senate in 1895, a year before the defeat of the Conservative party in Federal politics. Mr. Wood has proven a most useful and active member of the Upper Chamber of the Canadian Parliament. He is a regular attendant at its sittings, and has taken part in most of the important debates of the last seven years in that body. He is a man of strong convictions, and holds fast to the principles of the party of which he has been for so many years a distinguished member. To the consideration of public questions he brings a long experience, both in business and in public affairs, an experience which is almost invaluable to its fortunate possessor. In the House of Commons he occupied the responsible post of Chairman of the Banking and Commerce Committee. In business circles his name stands justly high, his interests involving banking, railroading and real estate transactions, in addition to wholesale merchandising on a large scale.

**GEORGE WILLIAM FOWLER, M. P.,
SUSSEX, N. B.**



GEORGE WILLIAM FOWLER, M. P., of Sussex, New Brunswick, is a native of that Province. He was born at Hammond Vale, in King's County. His father was Werden Fowler, who held the office of stipendiary magistrate of the district for many years. His mother, Harriet Fownes, was the daughter of

John Fownes, shipbuilder, of St. Martin's, N. B.

The Fowler family is of English descent, and came originally from Buckinghamshire, A. D. 1688, and settled in New York State, at Cortlandt Manor.

After the War of Separation, Mr. Fowler's great-grandfather came, in 1783, with a party of Loyalists, to Hammond River, where he received for his services as a lieutenant in the war a grant of land.

As a boy, the subject of this sketch attended first the district school, after which he passed through a course at the old Varley school, at St. John, completing his arts course at Dalhousie University in A. D. 1879. In 1881 he became articled to the Hon. A. S. White, late Attorney-General of New Brunswick, and afterwards entered the law department of the Boston University, from which he graduated with honors in 1884. The same year he was called to the bar and began practice at Sussex with Isaac H. Hallett, the firm name being Hallett & Fowler.

Four years afterwards this firm was dissolved and for one year Mr. Fowler was a partner with J. A. Freyd, separating from him in 1889, since which time Mr. Fowler has engaged

alone in a general law practice. He has built up a large and steadily increasing practice, being engaged on one side or the other in all the principal cases arising in the county, and has been counsel in several cases of at least Provincial importance, notably the famous Bathurst School case, in which, associated with Hon. C. N. Skinner, he was counsel for the plaintiffs. Mr. Fowler was for a number of years an enthusiastic militiaman, retiring from the 8th Hussars in 1895 with the rank of captain. He was for some years municipal councillor for Sussex and Warden of the King's County Council in 1888-89.

In 1895, Mr. Fowler was elected on the Coalition ticket, supporting the Blair Government, to the Local Legislature, and at the first session proposed the address in reply to the speech from the throne.

While in the Legislature he successively occupied the position of Chairman of Committee on Corporations and Chairman of Committee on Public Accounts.

In 1898, the Conservative party of New Brunswick, in convention at Moncton, decided to establish party lines in local politics and in the election following Mr. Fowler was a member of the Conservative ticket for Kings, suffering defeat with the rest of his ticket by a narrow majority. In 1900 he was elected for the House of Commons, defeating Lieutenant Colonel James Domville, the sitting member.

In 1897 he married Ethyl G. Wilson, eldest daughter of Captain John Wilson, late of the Allan Steamship Line by whom he has two children, a daughter Winifred and a son Eric.

Mr. Fowler is a Conservative, an Imperialist and a staunch believer in the magnificent future of Canada and of the British Empire.



**HON. CHARLES H. LABILLOIS,
DALHOUSIE, N. B.**

A Canadian who has risen to prominence in the public affairs and Government and through natural talent and persevering endeavors has been largely the architect of his own political fortunes, is Hon. Charles H. LaBillois, Chief Commissioner of Public Works in the Government of the Province of New Brunswick. Born at the town of Dalhousie, in New Brunswick on the 18th of December 1856, he is the son of Joseph H. LaBillois, for many years a merchant and postmaster of Dalhousie. His paternal grandfather, a native of Brittany, France, was a surgeon under Napoleon, and came to Canada in the year 1816, where he made his home, and in 1850 was in charge of the Tracadie Lazaretto, in the service of the Government of New Brunswick. His paternal grandmother was Amelia Meagher, of Halifax Nova Scotia. His maternal grandparents came from Ireland. Leaving his native town, Dalhousie, at the age of nine, the subject of this sketch resided for several years with his grand-uncle, the late John Meagher, a merchant of Carleton, in the Province of Quebec, who represented Bonaventure County before confederation. Much of the education received by Mr. LaBillois was self-acquired, in these early years having had the advantages of only three or four years' attendance at the public schools. In 1881 he returned to his native Province, and became engaged in mercantile business at his birth place, Dalhousie. Elected in 1882 to represent Restigouche in the New Brunswick House of Assembly, he has been re-elected as its representative at every election since that date. In April, 1891, he became a member of the Executive Council under the leadership of Honorable A. G. Blair. In July, 1897, he became Commissioner of Agriculture for New Brunswick, and in June, 1900, was made Chief Commissioner of Public Works in the Government led by Honorable L. J. Tweedie. Speaking both languages fluently, a man of untiring and sterling qualities, he is a man of political influence in the progress of



his native Province unsurpassed by none. During his control of the Department of Agriculture, the first Farmers' Institute meetings under Government auspices were held in New Brunswick, and during the three years of his occupancy of that important office he carried on a progressive agricultural policy, the result being that in less than three years the wheat crop in New Brunswick had increased by one quarter of a million bushels, and 20 new roller mills of modern design were erected throughout the Province. The impetus given the agricultural interests by his vigorous policy was felt in almost every branch of that industry. In the management of the Public Works Department he has given proof of wonderful executive ability. Respected by all classes, Catholic and Protestant, the progressive political career of Mr. LaBillois has met with the approval of all parties and creeds.

Married on the 13th June, 1887, to Charlotte, daughter of the late John McNaughton, lumber merchant, Quebec, he has two sons and two daughters, Opal, Alma, Albert and George.



HON. H. A. McKEOWN, ST. JOHN, N.B.

DISTINGUISHED at an age when men are merely beginning to be noticed in fields where youth has until the last quarter of a century become to be looked upon as a serious handicap to success, the Hon. H. A. McKeown, Barrister-at-Law and a member of the Government of the Province of New Brunswick, has achieved before middle age, as a practising barrister and a statesman, a success acquired by few men of ability during the whole course of their lives. The son of the Rev. H. McKeown and his wife Eliza S. Harrison, he was born at St. Stephen, in the Province of New Brunswick, on the 28th of November, 1863. Educated by private tuition and at the public schools of St. Stephen, at the University of Mount Allison, where he graduated with the degree of Bachelor of Arts, and at the University of Toronto where he attained the degree of LL.B., he devoted himself to the study of law, and after fulfilling the requirements of the Law Society as to service, made articles and legal conventional acquirements, became a Barrister-at-Law in the Province of New Brunswick. Early in his career as a practising lawyer in the city of St. John, in the Province of New Brunswick, he displayed those distinctive qualities as a sound lawyer and a convincing advocate that have since obtained him his present prominent position at the bar of his native Province and his high standing in the political life of Canada. Always interested in public affairs, possessing a keen knowledge of political questions, and standing high in the estimation of all his fel-

low-citizens of the city of St. John, as well as in the councils of the Liberal party of which he was an earnest member, he, at the solicitation of his friends and in response to a natural desire for public life, presented himself for election in the city of St. John for the local Assembly of the Province of New Brunswick, at the general elections held in the year 1899, and was successfully returned as one of the representatives of that city. In the same year he became a member of the Executive Council of the Province of New Brunswick, without Portfolio, and at the present time is a member of the Tweedie Government which was formed on the first of September, 1900. In the heated turmoil of the political life which has marked the history of the Maritime Provinces, the subject of this sketch has, although an active and aggressive supporter of the Administration of which he is a member, retained the respect of his opponents. In his practice at the bar he has been successful and is looked upon as one of the most influential men at the bar in the Maritime Provinces.

Actively interested in matters of local importance affecting the prosperity and progress of St. John, he is looked upon as a public-spirited citizen who does not allow the narrowness of party ties to limit his energetic action on behalf of his constituents and fellow-citizens. In the social life of his adopted city Mr. McKeown is an important factor and to all charitable and benevolent movements he is a generous contributor.

One of the youngest statesmen of Cabinet rank throughout the Provinces, Mr. McKeown has opportunities of achieving greatness possessed by few men in Canada.



HON. PETER A. MCINTYRE, M. D., C. M.,
CHARLOTTETOWN, P. E. I.

Occupying the most prominent position in his native Province, the Honorable Peter Adolphus McIntyre, Lieutenant-Governor of the Province of Prince Edward Island, is not alone prominent from the high office which he holds as the representative of the Crown in the administration of the Government of a Province,*but also from the personal reputation he has made throughout the Dominion of Canada as a public man and legislator and throughout Prince Edward Island as a physician of note. Of Highland Scotch race, his paternal ancestors came to Prince Edward Island in 1785, from Long Island, Inverness-shire, Scotland, and settled at Cable Head, King's County. The son of Roderick McIntyre and Anna McCormick, his maternal great-grandfather was Sergeant Alexander McDonald, a non-commissioned officer in the Highland Brigade under Wolfe at the capture of Quebec, and his maternal great-uncle, Andrew McCormick, a British soldier, was wounded at the battle of Lundy's Lane in the American war 1812-1815. Born at Peter-ville, King's County, Prince Edward Island, on the 19th of July, 1840, he was educated at St. Dunstan's College, Charlottetown, the Quebec Seminary and Laval University. Determining upon medicine as his profession he studied at McGill College, Montreal, graduating at McGill University in 1867, taking the degree of M.D. and C.M. Returning to Prince Edward Island he began the practice of his profession at Souris, which he continued for 33 years, and was for many years Coroner of King's County. During the construction of the Prince Edward Island railway in 1872 and 1873, he was one of three commissioners assigned to appraise the value of the property expropriated by the railroad.

A Liberal in politics, he was in the year 1874 elected to represent King's County in the House of Commons. In the half-dozen hard-fought political contests engaged in by the subject of this sketch, he was elected three times and defeated an equal number and has sat for thirteen years as a member of the Canadian House of Commons. Despite the demand upon his time, his professional and



political engagements, he took an active and prominent part in building up a market with Great Britain in dairy products, which reach a high degree of perfection in Prince Edward Island and of which he had practical knowledge. He was one of the moving spirits in fostering that species of export which has resulted in such profit to Canada. A gentleman of broad views, an ardent patriot and a professional man of high standing, he was called to the high office of Lieutenant-Governor of his native Province on the 15th of June, 1899.

Married first on the 15th of February, 1871, to Agnes McDonald, only daughter of Angus McDonald, Esq., of Souris, who died in February, 1885, and again, on the 27th of October, 1886, to Barbara, widow of the Honorable P. Walker, M.L.C., Charlottetown, and daughter of Thomas Rigg, Esq., of Galloway, Scotland, he has a family of four children—Eustice T., an electrical engineer of Syracuse, New York, in the United States; Herbert C., a student at St. Dunstan's College, Charlottetown; Maud, at Ursuline College in the city of Quebec, and May, who resides with her parents.

Lieutenant-Governor McIntyre is a Roman Catholic in religion.



HON. DONALD FARQUHARSON,
CHARLOTTETOWN, P. E. I.

A prominent figure in the Canadian House of Commons, though a comparatively newcomer in its ranks, is the Honorable Donald Farquharson, who at present is a representative of the little Province of Prince Edward Island. He was born in Queen's County on that Island on July 27th, 1834, and is the son of John Farquharson and Katherine Stewart, both of whom were natives of Prince Edward Island, but, as their names would indicate, were of Scottish descent. He was educated in the public schools of his district, and later attended the Provincial Central Academy and Prince of Wales College.

The first profession in which he engaged was that of a school teacher, but he subsequently abandoned this calling and engaged in mercantile affairs at West River, Prince Edward Island. Establishing a successful business he remained there for some sixteen years, when his interests had increased to dimensions which justified his removal to Charlottetown, the chief city of the Province, where he established his enterprise on a large scale. For thirty-five years or more he was identified with the wholesale and shipping trade in that city. Of late years, however, during which he has been actively engaged in public life, he has resigned the management of his mercantile affairs to his sons. He has been, however, and is still, largely identified with the lobster-packing industry, the manufacture of starch and the farming interests of

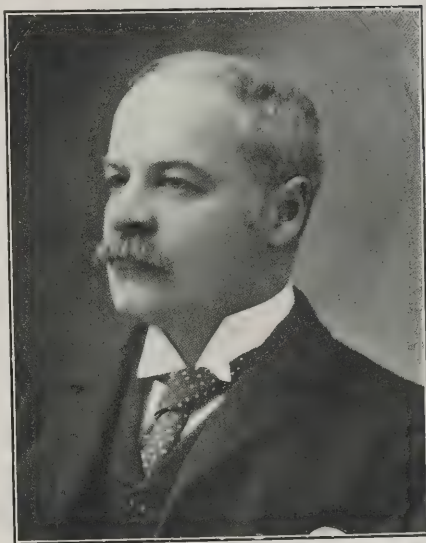
the Island. For more than a quarter of a century, Mr. Farquharson has taken an active part in politics, and has been prominently identified with the Liberal party since 1875. In 1876, he was elected to the Legislature of Prince Edward Island for the West River District and was re-elected in the general contests of 1879, 1882, 1886, 1890, 1893, 1897 and 1900. He has never yet experienced a defeat. In 1878-79 he was a member of the Executive Council and from 1878 to 1879 a Minister without Portfolio in the Cabinet. In 1891, on the return of the Liberals to power, he again entered the Cabinet without Portfolio, and was active in the work of abolishing the dual Chamber system and amalgamating the Legislative Council with the House of Assembly. He maintained that the Province would save financially, and that a single elective body would give ample protection to property holders. This progressive step has amply justified itself. In 1898, the Liberals having in the previous year again been returned to power, Honorable A. B. Warburton, the then Premier, was elevated to the bench and Honorable Mr. Farquharson was called upon to form a Government. He took the oath as Premier in August of that year and in 1900 successfully appealed to the electors, his Government carrying 23 of the 30 seats in the Legislature. Early in 1902, Sir Louis Davies having resigned his seat in the House of Commons for Queen's to go upon the Supreme Court Bench, Mr. Farquharson decided to retire from the Premiership to seek Federal honors. He was triumphantly elected.

As a public man, Mr. Farquharson has been largely identified with the temperance cause and is himself a strict total abstainer. Since 1900 the Island has practically enjoyed prohibition under the provisions of the Canada Temperance Act, and while Premier Mr. Farquharson introduced the Prohibition Bill which is now law. Since that period also he did a good stroke of business for the Province by securing from the Federal Government a subsidy of \$30,000 per annum as recompense for the non-fulfilment of an agreement under which Prince Edward Island came into confederation, by which mails were to be carried to and from the Island the whole year round. He made improvements in the Insane Asylum, built permanent steel bridges throughout the Province and established the new Prince of Wales Hospital, and his administration was generally progressive and beneficial. He has twice been married, on the first occasion in 1860 to Miss D. M. E. Smith, of Pownal, Prince Edward Island, and on the second to Miss Sarah Moore, of Charlottetown, and has a family of three sons and four daughters.

**HON. ARTHUR PETERS, K. C.,
CHARLOTTETOWN, P. E. I.**

One of the most prominent men of Prince Edward Island, and the most prominent figure in politics in the Province is the Hon. Arthur Peters, K. C., the Provincial Premier. The youngest son of the late Hon. James Hosfield Peters, late Master of the Rolls, Prince Edward Island, and Mary Cunard, his wife, daughter of the late Sir Samuel Cunard, Bart., founder of the Cunard S.S. Line. He was born at the city of Charlottetown in the Province of Prince Edward Island, on the 29th of August, 1854. Educated at Prince of Wales College, Charlottetown, and King's College, Windsor, in the Province of Nova Scotia, he entered the law office of Mr. Edward Hodgson, now Mr. Justice Hodgson, Master of the Rolls, and studied law under his supervision for a number of years, and then proceeded to London, Eng., where he became a student of the Inner Temple, and he read law in the Chambers of Mr. G. Borough Allen, a noted English special pleader; afterwards with Lord Alverstone, now Lord Chief Justice of England, and also with Mr. Freeman of the Equity Bar. The advantages derived from this course of study in the wide sphere of practice and pleading under the first lawyers of the time, have been shown in the successful career at the bar of the subsequent Attorney-General of the Province of Prince Edward Island. In 1878 he was called to the bar of Prince Edward Island, and to the English bar in 1879. In the year 1879 he was created a Queen's Counsel. Personally popular, widely read, and a man of travel and observation, success came quickly to him in the practice at the bar of his native Province, and in 1890 he took an active interest in political affairs, and upon his presentation as a Liberal candidate for membership in the Local Legislative Assembly as the representative of the Second Electoral District of King's County, he was elected.

In the subsequent Provincial Elections in the years 1890, 1893, 1897 and 1900 he has been a successful candidate. In the year 1900 he became a member of the Farquharson Ministry as Attorney-General, which his legal attainments and breadth of mind eminently



qualified him for. A good speaker, a sound lawyer, and personally popular, he has continued to hold this important office, which even his selection as Premier of the Administration, with its necessarily arduous duties, has not caused him to relinquish. Devoted as Mr. Peters is to his profession and to his public duties as the Premier of the Province of Prince Edward Island, he is an active participant in all movements for the furtherance of the social and economic advancement of his fellow-countrymen and of his native Province.

A strong Liberal, he yet enjoys the respect and confidence of the electors of all shades of political opinion throughout the Province, and his conduct of the legal department of the Provincial Legislature has been of great advantage, not only in the administration of justice, but in the progress of legal affairs generally, and has met with the approval of the legal practitioners throughout Prince Edward Island. A member of the Church of England, he was married in 1884 to Amelia Jane Stewart, daughter of the late Charles Stewart, Esq., of Rosebank, and has four children: Mary Catharine Peters, James Stewart Peters, Arthur Gordon Peters and Margaret Allison Peters.



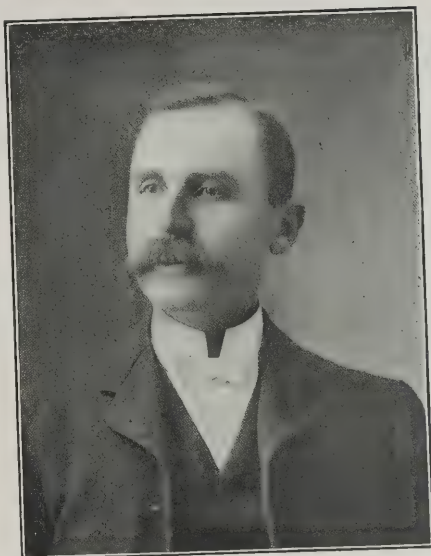
DONALD A. MACKINNON, K. C., M. P.,
CHARLOTTETOWN, P. E. I.

Donald Alexander Mackinnon, of Charlottetown, Prince Edward Island, is the son of William Mackinnon, who came from Scotland in 1829 to Uigg, Prince Edward Island, and Katherine Nicholson, whose parents came in 1803 from Scotland to Orwell, Prince Edward Island. The member for Queen's East was born in Uigg, Queen's County, on the 21st of February, 1863. His education was had at Uigg Grammar School, at Prince of Wales College, Charlottetown, and at Dalhousie University Law School, Halifax, from which latter institution he graduated with the degree of LL. B. Granted a teacher's certificate at thirteen, he taught school at Guernsey Cove for two years. From Prince of Wales College he received a first-class teacher's certificate and taught the Grammar School at Springton and Uigg until 1882 when he became articled to Mr. Malcolm McLeod, K. C., of Palmer & McLeod, of Charlottetown. Mr. Mackinnon's degree from Dalhousie was gained in 1887 and the same year he was admitted an Attorney of the Supreme Court and opened an office in Georgetown, where he practised his profession for ten years. In 1897 he entered into a partnership with Hon. A. B. Warburton, the Island Premier, which involved his removal to Charlottetown. This association continued until Mr. Warburton went on the bench. For a time Mr. Mackinnon practised alone till he took into partnership with him Mr. E. Bayfield Williams. The member for East Queen's was President of the Law Society of Prince Edward Island and

was legal agent in his Province for the Department of Justice at Ottawa. In 1899 he was made a Queen's Counsel. Since 1880 Mr. Mackinnon has taken a moderate part in politics as a supporter of the Liberal cause. In 1893 he was nominated for the Local House by the Liberals of Murray Harbor District. In this election he defeated the Hon. James Clow by a majority of ninety. In 1897 he was again elected member for Murray Harbor in the Legislative Assembly, his opponent being Mr. A. P. Prowse. In 1899 at a bye-election he was defeated by thirty votes. Upon the formation of the Farquharson Ministry in 1899 he accepted the Portfolio of Attorney-General, which post he retained for one year. In 1900 he was chosen Liberal candidate for the House of Commons for East Queen's, defeating the sitting member, Alexander Martin, by a majority of seven. This election was contested in the Supreme Court and a new election was ordered, which took place on March 20, 1901, Mr. Mackinnon being elected by 394 majority. In 1895, as member for Murray Harbor, he secured resolutions of the Legislative Assembly favorable to the building of the Belfast and Murray Harbor branch of the Prince Edward Island Railway, which is now nearly all constructed. He was one of the first advocates of the Subsidy Act for the Hillsborough railway and traffic bridge. Mr. Mackinnon was also successful in closing the contract in behalf of the Province with the Dominion Government for the construction by the Federal authorities of this bridge now not far from completion. This bridge and railway extension of fifty miles will afford to a large district of the Island modern accommodation. Mr. McKinnon was also President and Director of the Prince Edward Island Electric Light Company, and Secretary-Treasurer of the Three Rivers Steamship Company. He takes an active interest in the development of the fisheries and the agricultural resources of the Island. As a private M. P. P. he urged upon the Provincial Government the advisability of establishing a Department of Agriculture and did not cease till it was organized, and took an active part in general Provincial Legislation. Amongst other public works he secured the second steel bridge built in the Province for Murray Harbor. In 1902 he took an active part in inducing the Dominion Packing Company, with a capital of a million dollars, to locate and operate in Charlottetown pork-packing, canning beef, vegetables and general farm products, which promises to add immensely to the industrial progress of the Island. Mr. Mackinnon is a Presbyterian. In 1892 he married Adelaide Beatrice Louise, daughter of Charles Owen, Collector of Customs at Georgetown, by whom he has a family of two sons and one daughter.

J. J. HUGHES, M. P., SOURIS, P. E. I.

James Joseph Hughes, Member of Parliament for King's, Prince Edward Island, is a native of the district he now represents in the National Assembly at Ottawa. He was born at St. Mary's Road on the 15th of August, 1856. His father, James Hughes, came to the Island from Ireland in 1841 and followed farming. His mother was Jane Irving. The subject of this sketch was brought up on his father's farm, attending the district schools during the winter months and assisting his father in the summer months till the year 1871 when he became a clerk in a general store kept by Mr. Owen Connolly in Charlottetown. This position brought him ten dollars a month and board. After clerking till 1874 he entered St. Dunstan's College in the Island Capital for a classical course. Mr. Hughes was able to assist in paying his own way through this college. In 1876 he became a clerk in the general store kept by Peake Brothers, shipbuilders of Charlottetown. Mr. Hughes remained in this office but six months before he obtained a position as junior clerk in the Charlottetown branch of the Merchants Bank of Halifax. In this institution he served till 1884, when the Merchants Bank of Prince Edward Island opened a branch in the town of Souris. Mr. Hughes was offered and accepted the management, which he retained till 1899, when he entered into a partnership with Mr. Geo. E. McFarlane, under the name of Hughes & McFarlane, as general merchants. Mr. Hughes is also interested in shipping salt fish, hay and farm produce to outside markets. He is the owner of a large farm near Souris. He married in 1887, Anna R. McWade, daughter of Michael McWade of Souris, and is the father of two children, a boy, William, and a daughter, Charlotte, attending the public schools. He is a Roman Catholic and belongs to the Catholic Mutual Benefit Association and the Irish Benevolent Association. The member for King's had been identified with the Liberal party from a very young man and made his first appearance on the platform as a supporter of that cause in 1893. For a time he was Vice-President of the Liberal Association of King's County and organizer in the East Point District, having charge of the campaign work for that electoral district of the Provincial House of Assembly. In 1900 he was requested by the Liberal party to permit his name to be placed in nomination for the House of Commons at Ottawa. His opponent was Mr. Austin C. McDonald, who had represented the constituency in the Ottawa Parlia-



ment for many years and was well known in the district. After a hard contest the Liberal won out by a majority of 242. Since entering the House, Mr. Hughes has worked in company with the other representatives of that Province to secure Prince Edward Island's rights from the federal authorities. It was largely due to his representations and to the representations of his fellow Liberals that the federal authorities agreed to recognize the considerable claim preferred by Prince Edward Island against the Dominion for failure to maintain the regular communication with the mainland guaranteed to the Island when it came into the Confederation. Mr. Hughes is interested in promoting trade in dairy products with the British market and would like to see direct and frequent communication established between Prince Edward Island and the United Kingdom. As a member from an agricultural district he naturally belongs to the Commons Committee on Agriculture, whose sittings he tries always to attend. He is also on the Banking and Commerce Committee, the Private Bills Committee and the Committee on Public Accounts. In these bodies Mr. Hughes has been found an efficient representative, and one who endeavors to voice aright the views of the electors who honored him by election to the National Assembly. He gives clear expression to the opinions he entertains and has spoken on several of the more important debates of the present Parliament.



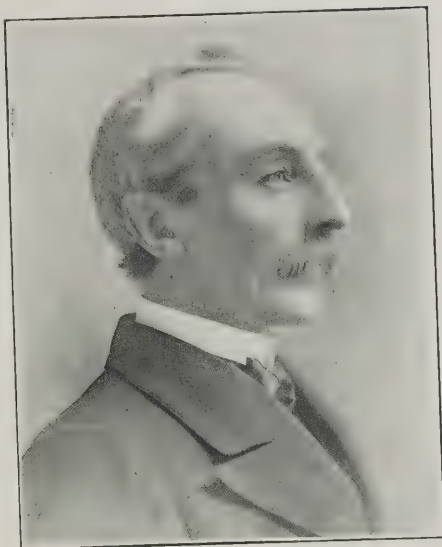
**ALFRED A. LEFURGEY, B. A., LL. B., M. P.,
SUMMERSIDE, P. E. I.**

Alfred A. Lefurgey, B.A., LL.B., of Summerside, Prince Edward Island, is descended from one of the oldest families on the Island, his grandfather, William Lefurgey, of New York, having emigrated to that portion of the British domain as a United Empire Loyalist in 1788. The late Honorable John Lefurgey, father of the present member for East Prince, was of English-French origin, belonged to the local Assembly for twenty-two years, and was a member of the Executive Council and Minister without Portfolio. Honorable John Lefurgey was engaged in the shipping trade, owning vessels which plied between the ports of Canada, United States, Britain, South America and the West Indies. The mother of the member for East Prince was Dorothea Read, daughter of the late Ephraim Read, Esq., of Summerside. The subject of this sketch was born in Summerside, Prince Edward Island, on the 22nd of

April, 1872. He attended as a boy the public school, Summerside, and St. Dunstan's College, Charlottetown, afterwards going to Mount Allison University in Sackville, New Brunswick, where he graduated in 1891 with the degree of B.A. He then entered Harvard Law School at Cambridge, Mass., from which he emerged in 1894 with the degree of LL.B. Returning to his old home in Summerside he took charge of his father's estate. In 1895 he became a member of the firm of Schurman, Lefurgey, Clark & Company, manufacturers and contractors in Prince Edward Island, and Sydney, Cape Breton. The firm has offices both in Summerside and in Sydney, Cape Breton. Mr. Lefurgey belongs also to the firm of J. E. and A. A. Lefurgey, private bankers and grain merchants, of Summerside. In 1897, Mr. Lefurgey received the Conservative nomination in the Fifth District of Prince County which resulted in his election to the Local Legislature. Then in the year following he was chosen by the Conservatives of East Prince as their standard bearer in the bye-election rendered necessary through the resignation of Honorable John Yeo, who accepted a seat in the Senate. In this contest Mr. Lefurgey was defeated by Mr. John H. Bell, of Summerside, the Liberal nominee. In 1900 he was again tendered the Conservative nomination and succeeded on this occasion in defeating, by a majority of 225, the sitting member, Mr. John H. Bell. On coming up to the federal capital the member for East Prince was made one of the party Whips. In the House, Mr. Lefurgey while giving expression to the views of his constituents with regard to matters affecting Prince Edward Island, takes an active part in the larger questions affecting the Dominion and the development of the West. He is a ready speaker and most popular among his fellow-members. Mr. Lefurgey is the youngest member in Parliament. He is unmarried.

SIR LOUIS JETTÉ, K.C.M.G., QUEBEC

Honorable Sir Louis Amable Jetté, K.C.M.G., Lieutenant-Governor of the Province of Quebec, is deservedly one of the leading figures in Canadian public life. He was born at L'Assomption, January 15th, 1836, and educated at the College identified with that place. Completing his classical studies at the age of seventeen, he took a course in Law at Montreal and was called to the bar in February, 1857. Being a diligent student and a man of inexhaustible energy, Sir Louis soon obtained an honorable position at the bar. In the celebrated Guibord case relating to the refusal of burial rites his talents so manifested themselves that an European journal, *La Belgique Judiciaire*, commented: "Mr. Jetté appears to us as a lawyer of high attainments and would hold the highest rank in any of the courts in which great cases are pleaded." Absorbed in his profession for some years, Mr. Jetté paid little attention to politics, although in 1863 he was for some months chief editor of a moderate Liberal paper *L'Ordre*. In 1871, however, at the instance of his friends, he organized the Reform Association of the "National" party and in 1872 was a candidate opposing the late Sir George Etienne Cartier, Minister of Militia, in Montreal East. He was elected by a majority of 1250 and at the succeeding general elections of 1874 he was elected by acclamation as a supporter of Honorable Alexander Mackenzie's Government formed in November, 1873. In 1878 the Portfolio of Justice was offered to him, but Sir Louis, who had tired of politics, declined it and went to Europe to escape further solicitations by his political associates. On June 29th, Honorable Judge Dorion of the Superior Court Bench in Montreal having died suddenly, an offer of the vacancy was cabled to Sir Louis in Paris. The offer was accepted. Sir Louis at once sailed for Canada and was sworn in on September 22nd. In January of the same year he had been appointed Professor of Civil Law at the Montreal establishment of Laval University and received the honorary degree of Doctor of Law. In 1890 he was elected Dean of the Faculty of Law and retained that position until compelled to resign it by higher promotion. For 20 years also, from 1878 to 1898,



he was a member of the Council of Public Instruction of Quebec, to which he was appointed by the Joly Administration. On January 20th, 1898, he was appointed by the Earl of Aberdeen Lieutenant-Governor of the Province of Quebec, in succession to Sir Adolphe Chapleau, and was sworn in on the 1st of February following. In that capacity he had to receive the heir-apparent the present Prince of Wales, when he landed at Quebec in September 1901. In recognition of this he was created a Knight Commander of the Order of St. Michael and St. George, and was invested by the Prince himself.

On the bench Sir Louis made a name for himself as a jurist. He is a corresponding member of the Society of Comparative Legislation, and of the Society of Diplomatic History, in Paris, and was made a Commander of the Legion of Honor on August 30th, 1898. On June 29th, 1899, Bishops' College, Montreal, conferred on him the degree of Doctor of Civil Law.

Sir Louis Jetté was married in 1862 to Mlle. Berthe Laflamme, sister of Honorable Rodolphe Laflamme. The issue of the marriage is three children—a son, Rev. Father Jules Jetté, a Jesuit missionary in Alaska, and two daughters, Berthe, wife of Rodolphe Lemieux, M.P., for Gaspé, and Miss Clotilde Jetté, who resides with her parents at Spencerwood.



HON. S. N. PARENT, QUEBEC

The Hon. Simon Napoléon Parent, K.C., Prime Minister of the Province of Quebec, was born at Beauport, on the outskirts of Quebec, on the 12th of September, 1855. He is the son of the late Paul Parent who was at one time a merchant of that place. He was educated at the district schools and later on at the Laval University, where he graduated LL.B., obtaining the Lorne gold medal and the Tessier prize.

He was called to the bar in 1881, and has since successfully practised his profession. In 1877, he married Miss Clara Gendron, a daughter of the late Ambroise Gendron, of Beaufort. As issue of this marriage seven children are now living.

Mr. Parent was elected to the City Council in 1890, and in the same year was returned to the Legislature for the electoral district of St. Sauveur, in the interests of the Liberal party. He was re-elected for the same district at the general elections of 1892, 1897 and 1900. In 1894 he was chosen Mayor of the city of Quebec and still holds that office. His administration as Mayor has proved to be a successful and remarkable one. When he undertook this important office, in 1894, the streets and byways of the Ancient Capital were in a deplorable state, and its finances were at the lowest ebb.

Under the progressive policy inaugurated by

Mr. Parent the aspect of the city has been completely transformed. The unsightly squares and waste places have been converted into parks, giving a picturesque turn to the city which readily appeals to the artistic taste of American and European tourists. All these improvements have been effected without destroying that quaint character which has rendered Quebec famous for so many years.

During Mr. Parent's administration of affairs permanent acquisitions to the city have been made, notably the splendid park known as Victoria Park, in which a magnificent monument has been erected to perpetuate the memory of our late beloved sovereign. The purchase of the historic Plains of Abraham, a public park in the Upper Town, was also concluded, owing to the untiring energy of Mr. Parent, who when once he undertakes anything, brings it to a successful issue.

Amongst the public works completed during Mr. Parent's regime is the city hall. This building, which occupies the site of the old Jesuits' barracks, is one of the finest stone structures in the Dominion. The installation of an electric car service and paving of the streets are amongst the boons appreciated equally by the citizens and the tourists.

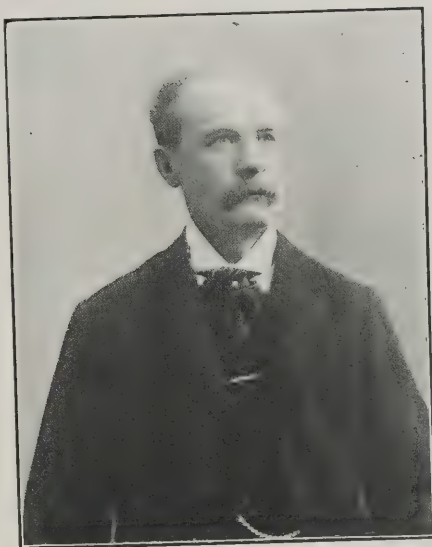
In 1897 Mr. Parent was given the Portfolio of Commissioner of Lands, Forests and Fisheries in the Marchand Government, and under his administration of this department, the great water powers of the country were developed, an impetus was given to trade, foreign capital was invested in the Province, the value of the timber limits was increased, and as a natural result the finances of the Province were augmented to an extent hitherto unknown.

On the death of the Honorable F. G. Marchand in September, 1900, the Honorable Mr. Parent was called by the Lieutenant-Governor to form an Administration, which he immediately accomplished, retaining his Portfolio of Commissioner of Lands, Forests and Fisheries. In December, 1900, Mr. Parent appealed to the people and was returned by an overwhelming majority, 66 Liberals being elected and only 7 Conservatives.

Mr. Parent therefore fills the important positions of Premier of the Province of Quebec, Commissioner of Lands, Forests and Fisheries and Mayor of Quebec. He is also President of the Quebec Bridge Company, and in fact it was owing to his energy that this great work was subsidized by the Government. Mr. Parent is a Director of the Quebec Railway, Light & Power Company, Director of the Quebec & Lake St. John Railway, Solicitor of the Molsons Bank and Honorary President of many sporting associations.

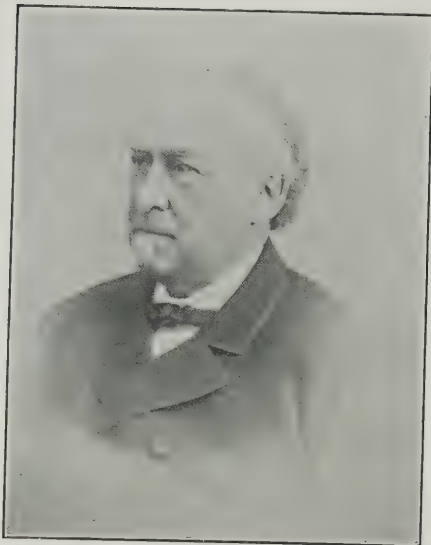
**HON. CHARLES FITZPATRICK, B. A., K. C.,
QUEBEC**

Hon. Charles Fitzpatrick, Minister of Justice and Attorney-General of Canada, is one of the most prominent Irish-Canadians in the public life of this country. He is comparatively a young man yet and possesses both the means and the ability to win him even higher success than he has as yet attained. He is an able lawyer, a first-class speaker in both French and English, has had a valuable training in public life and bears himself withal with a commendable modesty. He is a native of the city of Quebec, the third son of the late John Fitzpatrick, lumber merchant. He was born on the 19th of December, 1853, and was educated at St. Anne's College, Quebec Seminary and Laval University, graduating from the last-named institution in 1873 with the B.A. degree. A course of law in Laval gave Mr. Fitzpatrick the B.C.L. degree and in the same year, 1876, he entered upon the practice of law in his native city. His ability was soon recognized and won him, in 1879, the appointment of Crown Prosecutor for the city and district in which he resided. He has since been employed in some of the most important cases coming before the courts of his Province. He was counsel for the United States Government in the Eno Extradition case at Quebec, and for the Government of Belgium in the Tournai frauds case at Montreal. He acted as counsel for Messrs. Connolly and McGreevy in connection with the charges preferred against these gentlemen by Mr. J. I. Tarte. His services were called into requisition as counsel for the late Honorable Honoré Mercier, Honorable Charles Langelier and Mr. Ernest Picaud in the political prosecutions initiated by the Conservative leaders in the Quebec House. It was the subject of this sketch who acted as chief counsel for the late Louis Riel, who was executed for high treason at Regina, after the rebellion of 1885. Mr. Fitzpatrick was created a Queen's Counsellor in 1893 and called to the Ontario Bar in 1896. In 1897 he represented the Dominion Government before the Judicial Committee of the Privy Council in the matter of the respective control of the Federal and Provincial authorities over the fisheries and as Solicitor-General of Canada since the formation of the Laurier Government in 1896, and



has, besides, appeared before the courts as the champion of the Federal cause in many important suits. He was for some years President of the Quebec branch of the Irish Land League.

Mr. Fitzpatrick entered the Legislative Assembly of Quebec in 1890, as Liberal member for the county of Quebec. He at once attracted notice as a fluent and ready debater. In 1892 he was re-elected for the same district and took an active part in the affairs of the local House. In 1896 he was elected to the House of Commons by Quebec County and was appointed Solicitor-General in the Federal Government. Mr. Fitzpatrick was offered a Portfolio in the deBoucherville Cabinet at Quebec in 1891, but as a Liberal declined this honor although he promised to support all four proposals which the Ministry of the day had to introduce. In February, 1902, on the retirement of the Honorable David Mills to accept a seat on the Supreme Court Bench, he accepted at the request of Sir Wilfrid Laurier the duties of the important Portfolio of Minister of Justice. As chief legal adviser to the Crown in Canada, he is charged with functions which call for a wide knowledge of law and a sound judgment, qualities which Mr. Fitzpatrick certainly combines in an eminent degree. He married in May, 1879, Corinne, daughter of the late Honorable R. E. Caron, ex-Lieutenant-Governor of Quebec. The law firm of which he is head is known as Fitzpatrick, Parent, Taschereau, Ray & Caron.



**SIR HECTOR LOUIS LANGEVIN, P. C., C. B.,
K. C. M. G., K. C., LL. D., QUEBEC**

Descended from one of the noblest of French-Canadian families, renowned in the Church and in the State throughout the history of both French and British régimes, Sir Hector Louis Langevin in his career has been true to the traditions of his race and family and has taken a place in the present life of his country not unworthy of his name and lineage. Few Canadians have occupied a more prominent position in public affairs, none have done more to soften the asperities of racial and religious differences. As the chief of a great department, he kept pace in the construction of public works with the vigorous progress of private enterprise.

Born on the 25th of August, 1826, in the city of Quebec, the son of Jean Langevin, Esq., Assistant Civil Secretary under the Earl of Gosford and Lord Sydenham, Governor-General of Canada, and Sophie Scholastique La Force, daughter of Major Pierre La Force, an officer of distinction in the American War of 1812-1814, whose grandfather was acting Commodore of the British fleet on Lake Ontario during the American revolutionary war; he was educated at the Quebec Seminary and

began the study of law in 1846 in the offices of the late Hon. A. N. Morin, in Montreal.

Displaying decided literary tastes, and strongly interested in public affairs, he when a student was a frequent contributor to the press and in 1847 became editor of the *Mélanges Religieux*, and subsequently of the *Journal of Agriculture*. Entering the office of the late Sir George E. Cartier, the connection between these two distinguished statesmen, of such importance to the political welfare of Canada, was begun.

In 1850 he was called to the bar of Lower Canada and elected in 1856 a member of the Council du Canada and in the same year was elected Mayor of Quebec, and also a member of the Legislative Assembly of Canada for Dorchester County, as a supporter of the Macdonald-Cartier Administration. In 1864 he was appointed Queen's Counsel, and on the same day entered the Taché-Macdonald Administration as Solicitor-General—East. Becoming Postmaster-General in 1866, he held that portfolio until confederation, in the consummation of which he was an important factor. A delegate to Charlottetown and a member of the Quebec Conference to consider the proposed federation, he went to England and was of material assistance to the Imperial authorities in the scheme of confederation. In the first Dominion Administration, he was Secretary of State, and the year after was created C.B. In 1869 he became Minister of Public Works and in 1870 was made a Knight Commander of the Roman Order of Pope Gregory the Great. Upon the death of Sir George E. Cartier, he was recognized as the leader of the French-Canadian wing of the Conservative party. Upon the return of the Conservative party to power in 1878, he became Postmaster-General. After his successful mission to the Imperial authorities in England regarding the removal of Hon. Mr. Letellier de St. Just as Lieutenant-Governor of Quebec, he again became Minister of Public Works, which portfolio he retained until his retirement from public life.

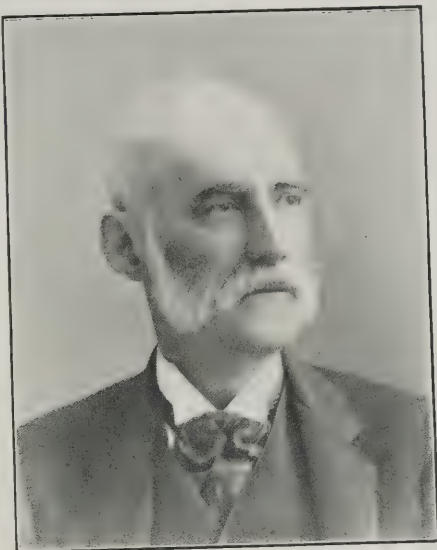
In recognition of his brilliant and devoted service to his country he was made a K.C.M.G. Married in 1854 to Justine, eldest daughter of the late Lieutenant-Colonel Charles H. Tétu, J.P., who died in 1882, he has three daughters.

HON. JOSEPH SHEHYN, QUEBEC

Hon. Joseph Shehyn, Senator, of Quebec, is one of the best known business men of the ancient capital. He is of Irish and French parentage, and was born in the city of Quebec, where he still resides, on the 10th of November, 1829. His education was had in Quebec Seminary and by private tuition. At the age of seventeen he secured a clerkship in the wholesale firm of A. Lauric & Co., of Quebec, at a salary of \$125.00 a year. His business ability and attention to duty soon won recognition at the hands of the proprietors, and gradually he was promoted in the service, until in 1852 he became a partner. This association was dissolved in 1857. Mr. Shehyn thereupon formed another partnership with Mr. John Sterling, of Montreal, and Mr. John McCall, of Quebec. This firm carried on business in Montreal under the name of Sterling, McCall & Co., as wholesale dry goods merchants. Mr. Shehyn was possessed of much more experience than the ordinary young man has at twenty-eight years of age. In 1885 Mr. Shehyn disposed of his interest in the Montreal firm mentioned above, and has since then devoted his whole attention to the Quebec house. Mr. McCall, senior partner, retired in 1891, and since then his whole business has been in the hands of the subject of this sketch, and has continued under the old name by which it has been known to its customers for a lifetime.

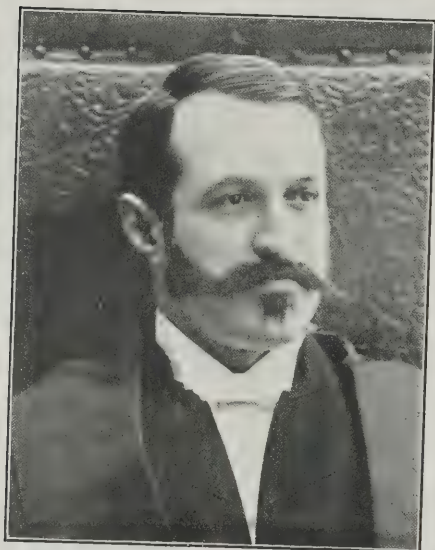
Mr. Shehyn has been for years one of the leading members of the Board of Trade (Quebec) and for several years in succession was elected President of that body. He has also served on the Harbor Board of the Ancient Capital.

On the 16th of August, 1858, he married Marie Zoe Virginie, eldest daughter of Mr. Ambroise Verret, of the city of Quebec, now deceased. This union resulted in a family of five. Joseph A. is now assistant manager of McCall, Shehyn & Co.; Raoul is in charge of a department in the same store; Real is in the Surrey branch of the Board of Public Works at Three Rivers. Hectorine was the wife (now deceased) of Mr. N. A. Belcourt; Josephine, wife of Mr. B. A. Scott, lumberman, of Roberval, Quebec, and Yvonne, at home. Mrs. Shehyn died in



1892. The Senator is a Roman Catholic. As will be seen from the foregoing particulars he is entirely a self-made man, and deserving of the credit due to enterprise and industry. He was a consistent supporter of the Liberal party through its days of success and adversity, and in his younger days was one of the most vigorous champions that cause possessed in the Quebec district. He was selected as one of the members from Quebec City for the Provincial Assembly in 1875 and sat without a break in that body till his translation to the Senate at Ottawa on the 5th of February, 1900. In 1887 he was sworn in of the Executive Council as a member of the Honore Mercier Administration, becoming Provincial Treasurer, a post which he retained till December of 1891. On the retirement of the Government to which he belonged he went over to the Opposition with three of his former colleagues who had retained their seats in the House, and when the Liberals came back to office under the late Hon. F. G. Marchand, was made a Minister without Portfolio in that gentleman's Executive. For a time he acted as Provincial Secretary. His appointment to the Senate at Ottawa was made on the recommendation of Sir Wilfrid Laurier. Mr. Shehyn has brought to the discharge of his offices in the Senate an extensive knowledge of public affairs and a tried judgment.

Mr. Shehyn married in September last Mrs. Josephine Leduc, widow of the late Napoleon Leduc.



**HON. PIERRE-EVARISTE LE BLANC, K.C.,
M. P. P., MONTREAL**

Hon. Pierre Laurent Damase Evariste Le Blanc, K.C., of Montreal, is descended from an Acadian family, which sought a home in Isle Jesus, Province of Quebec, after the breaking up in 1757 of the institutions and the associations that the French settlers of Nova Scotia had held dear. The subject of this sketch is the son of Joseph LeBlanc and his wife, Adele Belanger. He was born at St. Martin, in the County of Laval, on the 10th of August, 1854, and spent his boyhood days in that district attending the academy in his native village. Later on he took a course through the Jacques Cartier Normal School, and at McGill University in Montreal. He was called to the bar of his native Province in 1879, and has ever since practised in the Canadian metropolis. His standing at the bar was recognized many years ago, and in 1893 he was honored by the Earl of Derby by being created a Queen's Counsellor. At present he is senior member of the legal firm of LeBlanc & Brosard, one of the leading firms of Montreal.

Mr. LeBlanc has been identified with the Conservative party all his life. In fact, he is probably one of the most consistent and hard-

est working supporters that party possesses in the Province of Quebec. He is an effective speaker both on the stump and in the Legislature at Quebec, where he holds a seat, and has been heard all over the Province in behalf of the policy that the Conservative party espoused from time to time. Although he has taken his part in the support of the Federal leaders, his attention has been confined almost exclusively to the Provincial issues, which he followed most attentively. It is not too much to say that Mr. LeBlanc was one of those chiefly responsible for the overthrow of the Mercier Administration at Quebec. In company with Mr. Nantel and other Conservatives in the Legislature, he pursued a most vigorous campaign against the policy of the late Mr. Mercier and his associates, which was in the end responsible for the downfall of that Government. He was first elected to the Quebec Legislature for Laval in the bye-election of 1882. He was unseated, but decided to try his fortunes again. On this occasion, however, the vote was for his opponent. The next spring, in 1884, saw him once more in the field. Being elected in July of that year, he sat till 1886, secured the endorsement of his constituents in the latter year, but, being unseated in 1887, he was immediately re-elected, and he has since succeeded in carrying the county at the general elections of 1890, 1892-1897, and 1900. His selection on three successive occasions is a tribute to Mr. LeBlanc's energy and knowledge in organization. His ability was recognized in the Assembly by his choice to fill the office of Speaker, a post he retained during the de Boucherville, Taillon, and Flynn administrations. He is one of the few Conservative leaders who has managed to retain the confidence of the electorate since the Liberals came to power in 1897. Mr. LeBlanc still takes a constant interest in politics, and doubtless further honors are yet in store for him in public life, as he is but a young man yet, and possesses many of those qualities which lead to success in politics. He is of powerful appearance, of strong convictions, of clean record in politics, and very popular with the masses.

He married, on the 12th of January, 1886, Hermine, daughter of the late Theodore Beaudry, of Montreal, one of the oldest and most respected families in the community. Mr. LeBlanc is a Roman Catholic. His residence is at 324 St. Denis street, Montreal. He is a member of the St. James' Club, Montreal.

HON. LOMER GOUIN, M. L. A., MONTREAL

One of the most noted public men of the Province of Quebec is Hon. Lomer Gouin, M.P.P., Minister of Colonization and Public Works in the Administration of which Hon. S. N. Parent is the head. Hon. Mr. Gouin is a native of the county of Portneuf and was born in the village of Grondines, on March 19th, 1861; thus it will be seen that he is still a young man to have risen to the prominent position he at present occupies in the affairs of his native Province. His father was J. N. Gouin, M.D., a prominent practitioner in his district, and the subject of this sketch was educated in the colleges at Sorel and at Levis. Deciding to adopt the profession of law, he graduated and was called to the bar in 1884, when he was but twenty-two years of age. He located at Montreal and commenced the practice of his profession there. Within a comparatively short term of years he has built up a large connection and occupies a leading position in the ranks of the legal profession in that city. He was at one time a partner of the present Judge Pagnielo, of Hon. L. O. Taillon and of the late Hon. Honoré Mercier, Premier of Quebec. He now practises in partnership with Mr. R. Lemieux, the well-known representative of Gaspé in the House of Commons of Canada. From his student days Hon. Mr. Gouin has taken a deep interest in politics and public affairs, and was early identified with the Liberal party in the Province of Quebec. In 1891 he unsuccessfully contested the riding of Richelieu for the House of Commons against Sir Hector Langevin, then a member of the Cabinet of the late Sir John A. Macdonald. In 1897, however, he was elected to the Legislative Assembly of the Province for the important constituency known as the St. James Division of Montreal. In this contest he succeeded after a sharp fight in defeating M. O. M. Ange, Q.C., one of the leaders of the Conservative party in the Province. When the death occurred in September, 1900, of Hon. G. Marchand, the then Premier, who had redeemed the Province for the Liberal party, and Hon. S. N. Parent, the present Premier, was intrusted with the task of forming an Administration, Hon. Mr. Gouin was one of those



whom he called to his side. He was offered a seat in the Cabinet and the Portfolio of Public Works. Upon his acceptance he went before his constituents for re-election according to constitutional usage, and was returned by acclamation. At the general election which took place shortly afterwards, the electors of St. James Division again returned him without opposition.

One of the first measures of retrenchment adopted by the Parent Administration was the suppression of the Portfolio of Mines and Colonization. This measure passed the Legislative Assembly in 1901, and the care of the colonization interests was placed on the shoulders of Hon. Mr. Gouin.

These additional duties have greatly increased his usefulness to the country and by his wise and progressive administration of the department and his indefatigable supervision, colonization has begun to make great strides in Quebec.

Hon. Mr. Gouin has published a special edition of the Quebec Municipal Code and has devised a New Conciliation Law for settling labor disputes, which has been placed on the statute-books of the Province. He is a Roman Catholic in religion, and was married in 1888 to Miss Eliza Mercier, daughter of the late lamented Hon. Honoré Mercier.



**HON. HORACE ARCHAMBAULT, K.C.,
MONTREAL**

Prominent not only in his profession but in the political life of his native Province, the Hon. Horace Archambault, Attorney-General of the Province of Quebec, is one of her most distinguished sons. The son of the late Hon. Louis Archambault, during his life a member of the Legislative Council, and Commissioner of Public Works in the Government of the Province of Quebec, whose ancestors came from France to Canada in the year 1618, and a brother of the Rev. Alfred Archambault of Montreal, a distinguished ecclesiastic of the Roman Catholic Church, he was born at L'Assomption, in the Province of Quebec, on the 6th of March 1857, his mother's maiden name being Elizabeth Dugal. Educated at the College of his native place, at the Quebec Seminary, and afterwards at Laval University where he graduated with high honors, taking his degree of LL.B., in 1878 and subsequently the degree of LL.D. in 1886. Called to the bar of Quebec in 1878 he began the practice of his profession in the city of Montreal which he has continued with distinguished success. In

the year 1881, at the early age of 24 his legal ability was recognized by his appointment as Professor of Commercial and Maritime Law in Laval University, which important chair he has continued to hold. On June 5th, 1888, he was called to the Legislative Council of the Province of Quebec as representative of the Division of Repentigny, where his legal learning was of great assistance in the legislation of Provincial affairs. In 1890 he was appointed member of the Council of Public Instruction of the Province of Quebec and in the year 1888 was created a Queen's Counsel by the Earl of Derby, Governor-General of Canada. For a number of years he was one of the examiners of candidates for admission to the bar of his native Province. Upon the formation of the Hon. Mr. Marchand's Administration in the Province of Quebec on the 27th of May, 1897, the subject of this sketch accepted office therein as Attorney-General and President of the Legislative Council. Hon. Mr. Archambault's distinctive qualities have been summed up in a criticism by one of the great English-Canadian journals which characterizes him as "one of the most distinguished jurists before the Canadian Courts" and as one who "has taken advanced ground with regard to the reform of the educational system of the Province and as a member of the Council of Public Instruction has been one of the leaders of the reform movement." Mr. Archambault is a member of the important legal firm of Rainville, Archambault & Gervais of the city of Montreal. A Roman Catholic in religion and a Liberal in politics, he married in September, 1882, Elizabeth Lelievre, of the City of Quebec. It comes to few men to achieve at early middle age the prominent position attained by the subject of the foregoing sketch, in both the political and professional life of his native Province, and no better example of the spirit of progressiveness that seems to pervade the public men and the public life of Canada than the life of Mr. Archambault, who through his prominent position in the Legislative Councils of his Province is a great factor in its educational advancement and consequently in its material welfare.

**HON. LOUIS OLIVIER TAILLON, K.C., D.C.L.,
MONTREAL**

"An upright, sympathetic gentleman, whose interest was given to anything and everything that would increase the order and welfare of his Province," were the words used to describe Louis Olivier Taillon, by a public man who knew him well. The son of Aime Taillon, a farmer of Terrebonne, in the Province of Quebec, and Josephe Daunais, his wife, he was born at Terrebonne on the 26th day of September, 1840. Educated at the schools of his native parish until the age of 16, and at Masson College, he began the study of law under articles to Sir Louis Jetté, at present Lieutenant-Governor of the Province of Quebec, then with Mr. Laflamme and afterwards with the present Mr. Justice Desire Girouard, and was called to the Quebec Bar in November, 1865. Beginning the practice of his profession in Montreal with the Honorable Desire Girouard, then in active practice at the bar, he is now head of the firm of Taillon, Bonin & Morin. In 1882 he was created Q.C. by the Marquis of Lorne. Successful at the bar and possessing the confidence both of the Provincial Bar and the Government he was appointed a Commissioner under the Municipal Loan Fund Act, 1880-1882, was offered a Judgeship in 1888 and again in 1889, but declined and was elected Batonnier of the Bar in 1892. In 1900, the degree of D.C.L., was conferred upon him by Laval University, and in 1895 by the University of Bishop's College, Lennoxville. Interested deeply in national and political affairs, he was one of the originators of the great French-Canadian National at Montreal in 1874, and in 1875 was first elected as the member for Montreal East in the Provincial Legislature. In 1882, he was elected Speaker of the Quebec Assembly and acted as such for two years. In January, 1884, he became a member of the Executive Council as Attorney-General in the Ross Administration. Resigning his Portfolio after the Provincial general elections of 1886, when the late Honorable Honore Mercier obtained a majority of the representatives of the Province,



he endeavored to form an administration, but in a few days he and his colleagues resigned, and the late Mr. Mercier became Premier, and the subject of this sketch became leader of the Opposition until 1890, when he was defeated at the polls. Upon the dismissal of the Mercier Government in 1891 he entered the de Boucherville Government without Portfolio, and, elected for Chambly in 1892, was leader of the Government in the Assembly. In December, 1892, he became Premier and continued as such until May, 1896, when he became a member of the Dominion Government under the leadership of Sir Charles Tupper as Postmaster-General. Unsuccessful at the ensuing Dominion elections in the constituency of Chambly-Vercheres, he retired from politics. Vice-President of the Liberal-Conservative Club, Montreal, he is still a power in Conservative Councils in the Province of Quebec. A Roman Catholic in religion, he was married on July 14th, 1875, to Marie Louise Georgina, daughter of the late Honorable P. U. Archambault, M.B.C., his wife dying in January, 1876.



**HON. HENRI B. RAINVILLE, K.C., M.P.P.,
MONTREAL**

A distinguished citizen of the Province of Quebec is the Hon. Henri B. Rainville, K.C., Speaker of the Legislature of Quebec and an eminent lawyer in the city of Montreal. Hon. Mr. Rainville comes of old Canadian stock. His ancestors were among the earliest of those who availed themselves of the possibilities opened up by the exploration of the western hemisphere. About the year 1630, Paul de Rainville emigrated from Touques, in the ancient Duchy of Normandy, and settled at Beauport near what is now known as the city of Quebec. The subject of this sketch is a son of Felix Rainville, a farmer, and a descendant of Paul de Rainville. His mother, prior to her marriage, was Mlle. Marie Daignault. He was born on April 5th, 1852, at the village of Ste. Angele-de-Monnoir and was educated primarily at the colleges of St. Hyacinthe and of Ste. Marie-de-Monnoir. Subsequently he attended McGill University at Montreal and graduated in 1873 with the degree of B.C.L. In the year 1874, when but twenty-one years of age, he was admitted to the bar. He commenced the practice of his

chosen profession in the city of Montreal and is now the head of the well-known legal firm of Rainville, Archambeault & Gervais. In 1897, his standing at the bar was recognized by the Crown and he was created Queen's Counsel, the title being changed to that of King's Counsel on the death of the late Queen Victoria.

Early in his career Hon. Mr. Rainville manifested a deep interest in politics and public affairs and showed himself a man eminently fitted to take an active part therein. He is prominently identified with the Liberal party, of which Sir Wilfrid Laurier is the head. His fellow-citizens of Montreal honored him by electing him an alderman in the Municipal Council of that city for a term, all told, of eighteen years, that is to say, from 1882 to 1900. In the elections of 1887, while still a young man, he was candidate for Mayor and was defeated by the late Sir John Abbott who afterwards became Premier of Canada. At the same time municipal affairs did not wholly absorb his energies and he has since 1890 been a well-known figure in the Legislative Chamber at Quebec. In the general elections of that year he was returned to the Legislative Assembly as the representative of the St. Louis Division of Montreal. In the general elections which followed in the year 1892 he was defeated after a very hotly-contested campaign. At the general elections of 1897 he was again a candidate, and this time a victorious one. In 1900 the electors again expressed their confidence in him by returning him once more.

In February, 1901, he was appointed Speaker of the Quebec Legislature.

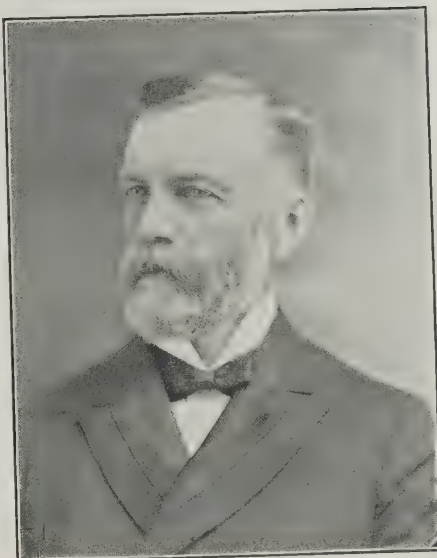
In addition to these activities, Hon. Mr. Rainville has important commercial interests. He is a director of the Montreal Light, Heat and Power Company, the Royal Electric Company and the Crown Life Insurance Company.

He was married on July 18th, 1876, to Eugenie, daughter of the late Alexandre Archambault, who represented L'Assomption county during the union of Upper and Lower Canada.

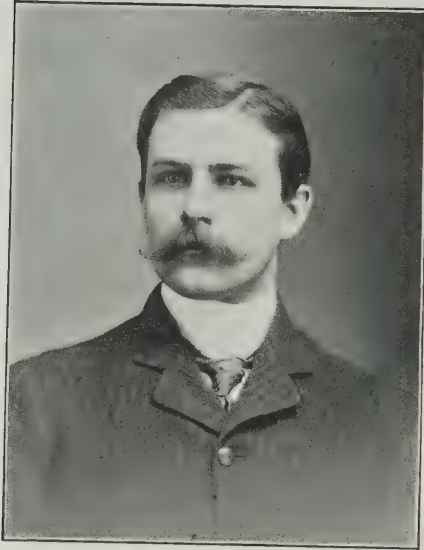
HON. J. ISRAEL TARTE, M.P., MONTREAL

Honorable Joseph Israel Tarte, ex-Minister of Public Works, is the son of the late Joseph Tarte, farmer, of Lanoraie, Berthier County, Quebec, where the subject of this sketch was born 11th January, 1848. Educated at L'Assomption College, he was admitted to the notarial profession, 3rd May, 1871, but only practised about two years, drifting into journalism. He became editor of *Les Laurentides*, (St. Lin), and afterwards accepted the editorship of *Le Canadien* and *L'Evenement*, Quebec, which papers he conducted for over twenty years. Subsequently he moved to Montreal and established *Le Cultivateur*, which he edited until 1896, when he transferred it to his sons, L. J. and E. Tarte, who established *La Patrie*. Mr. Tarte represented *Le Canadien* in the Press Gallery in Quebec and Ottawa, for many years.

Mr. Tarte was nominated in 1876 to oppose Honorable Joseph E. Cauchon in Quebec Centre, but retired three days before polling. Sat in Quebec Assembly for Bonaventure from 23rd February, 1877, until the close of the Legislature in 1881. His Parliamentary career began in 1891, when he was elected in the Conservative interest. Becoming dissatisfied with the manner in which the affairs of the Conservative party were being conducted in Quebec, he openly charged that there had been the grossest corruption practised by the Department of Public Works in carrying out contracts with Messrs. Larkin, Connolly & Co., and when he was nominated for Montmorency he pledged himself, if elected, to formulate these charges on the floor of Parliament. He did so during the memorable session of 1891, and proved his charges so completely that Sir Hector Langevin was forced to resign the Portfolio of Minister of Public Works, and Honorable Thomas McGreevy, M.P. for Quebec Centre, was expelled from Parliament. The Conservative party could not forgive or forget the exposures of 1891, and Mr. Tarte found himself forced out of his own party and joined Mr. Laurier and the Liberal Opposition. Unseated on petition in 1892, he remained out of Parliament until 5th January, 1893, when he was returned for l'Islet at a bye-election. He strongly opposed the "Remedial Bill" introduced by the Administration of Sir Mackenzie Bowell. In the election of 1896, Mr. Tarte assumed the organization of the Liberal party in the Province of Quebec, and did so successfully, although he himself was defeated in



Beauharnois. He was, nevertheless, appointed Minister of Public Works in the Laurier Administration on 13th of July, 1896, and was elected for the county of St. John and Iberville. Re-elected at last general election, 7th November, 1900, when he practically swept the Province of Quebec, no less than 57 Liberals being returned, as against six Conservatives. Represented Canada at the Paris Exhibition, 1900. Under his administration a Government ship-yard has been built in Sorel, the St. Lawrence was deepened and widened for twenty-five miles between Quebec and Montreal; a large fleet of dredges, tugs, etc., has been built in Canada with Canadian labor, etc. It was through his efforts that the port of Montreal has been equipped, that Port Colborne is now being supplied with accommodation, etc. Several of the ports of the great lakes have received his special attention. He arranged with the Harbour Commission and with the Grand Trunk for that Company to settle in Montreal, where they have now begun to erect an elevator, warehouses, etc. Mr. Tarte is a strong Protectionist and his policy can best summed up in the patriotic words, "Canada for the Canadians." He retired from the Government in October, 1902, owing to a disagreement with his colleagues over the fiscal policy to be pursued. He at once assumed the editorship of *La Patrie*. Married to Miss Georgina Sylvestre, and has issue three sons and three daughters.



LOUIS JOSEPH TARTE, MONTREAL

One of the most able and progressive young men in Canada is Louis Joseph Tarte, President and General Manager of *La Patrie* Printing and Publishing Company, of Montreal. He is the eldest son of Honorable J. I. Tarte, ex-Minister of Public Works in the Federal Administration, and was born at l'Assomption, Quebec, December 25th, 1872. His education was received at Quebec Commercial Academy and by private tuition in Quebec. After leaving school he learned the business of a practical newspaper man in all its phases. His father has not only been a member of the House of Commons of Canada for more than a quarter of a century, but is also probably the oldest newspaper editor in Canada, that is to say, the one who can show the longest record of work in harness. The subject of this sketch therefore took naturally to his career. After several years' experience in various capacities he assumed the management of *La Patrie*, a noted French-Canadian newspaper, on February 6, 1897. At that time the circulation was down to less than 3,000, and the total staff of the institution did not exceed thirty men. In two years, under the management of Mr. Tarte, the circulation increased nearly ten-

fold, and there are now upwards of one hundred and fifty men on its pay-roll. A modern plant was installed and it is said of Mr. Tarte that there is not a machine in the establishment that he does not understand thoroughly. *La Patrie* has become a journal which is daily quoted from one end of the Dominion to the other.

In addition to his duties as manager of this noted newspaper, Mr. Tarte is also one of the proprietors of *Le Cultivateur*, the most widely circulated French weekly in Canada, also the Quebec *Daily Mercury*, which was purchased by L. J. Tarte & Frère in October, 1902. He is also head of the firm of L. J. Tarte & Frère, which maintains a large printing establishment in Montreal. The establishment under Mr. Tarte's supervision employs over three hundred and fifty hands. Apart from his journalistic and publishing interests, Mr. Tarte has proven a most progressive member of the community. He is a member of the Chambre de Commerce for the district of Montreal, which includes a large number of the French-speaking business men of the city. He was elected to the Council of that body in 1899. His commercial interests grow wider with increasing years. Railway matters have interested him much, and he is a Director and Vice-President of the Interprovincial and James Bay Railway Company.

In social and military matters he has taken a prominent part. In September, 1890, he was appointed Lieutenant in the Ninth Battalion. In 1891, he graduated in the Military School at St. John's with a first-class certificate, and subsequently became connected with the 65th Mount-Royal Rifles, Montreal, retiring with the rank of Captain in 1901. He is Vice-President of the St. John Baptist Society, Notre Dame section, and has taken a deep interest in athletic matters. He is a member of the St. George Club, the Club de Chasse à Courre, the Royal St. Lawrence Yacht Club and similar organizations. He takes a deep interest in agriculture and conducts a farm of his own. In 1895, he operated as a side issue a cheese factory at Rivière aux Pins. He married Miss Berthe Gauthier, daughter of Mr. Thomas Gauthier, and has one daughter, Jeanne.

HON. L. J. FORGET, MONTREAL

The subject of this sketch, Hon. Louis Joseph Forget, is a striking instance that Canadians of French extraction may not only rise in the field of politics, the learned professions, and literature, but can attain the greatest success in the business and financial world as well.

The descendant of a Norman family, his paternal ancestors having come to Canada in the year 1655, he was born at Terrebonne, in the Province of Quebec, on the 11th day of March, 1853. He received much of his education at Masson College.

In 1873 he began his financial career as a stockbroker, in which he achieved much success.

Few men in Canada have attained a more prominent position in the commercial and financial life of their country than the head of the firm of L. J. Forget & Co., bankers and brokers, Montreal. At an age when many successful financiers are just beginning to make the weight of their influence felt, Mr. Forget was elected to the most prominent position of the financial world of the metropolis, that of President of the Stock Exchange, 3rd of May, 1895, and was re-elected to the same honorable position the following year.

Mr. Forget's vast ability has also brought him to the Presidential chair of several of the most important corporations, among which the Montreal Street Railway, of which he has been President since 1892, the Richelieu & Ontario Navigation Company of which he was elected President in 1895. A Director in almost every leading enterprise, Mr. Forget is Vice-President of the Dominion Coal Company, the Dominion Iron and Steel Company, and the Royal Victoria Life Insurance Company.

Deeply interested in the cause of charity,

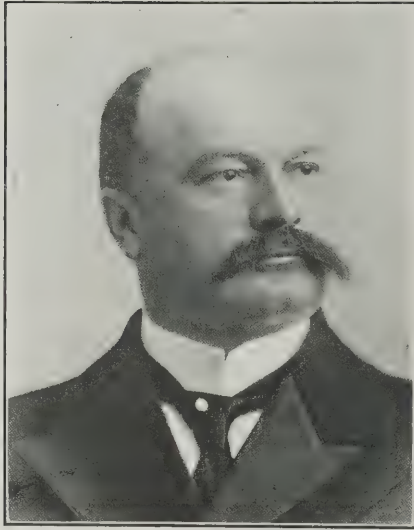


learning and religion, Mr. Forget is a Governor of the Notre Dame Hospital, the General Hospital and the Western Hospital in Montreal; Vice-President of the Board of Governors of Laval University, a life Governor of the Society of Numismatists and Antiquarians, besides a prominent member of charitable organizations.

Politically a Liberal-Conservative, he was called to the Senate of Canada by the Earl of Aberdeen in June, 1896. In religion Senator Forget is a Roman Catholic.

In May, 1896, he married Maria, daughter of the late G. A. Raymond, Esq., of the city of Montreal.

Besides his many important business callings, Senator Forget is a factor in the social life of the Province of Quebec; residing in Montreal, he is a member of the St. James Club, the Mount Royal Club, the Forest and Stream Club, the Royal St. Lawrence Yacht Club, the Montreal Hunt, etc.



**HON. RAYMOND PRÉFONTAINE, K.C., M.P.,
MONTREAL**

Joseph Raymond Préfontaine, K.C., member of Parliament, has long been known as one of the leading public men of the Montreal district. He has been an active figure in municipal, provincial and federal politics for upwards of a quarter of a century, and wields a forceful influence in the Canadian metropolis and throughout the Province of Quebec, where his whole career has been spent. He comes of a family that made its home in New France in 1680. Mr. Préfontaine was born in Longueuil, Quebec, on the 16th September, 1850, his parents being Toussaint Fournier Préfontaine and Ursule Lemarre. He enjoyed a liberal education, first by private tuition and then at St. Mary's College, Montreal, and finally at McGill University, Montreal, from which he graduated with the degree B.C.L. He was called to the bar in 1873, at the age of twenty-three, and entered forthwith upon the practice of law. His rise in the profession was rapid. It was soon recognized that the young man was possessed of good powers of speech and ability to bring out the strong points of cases entrusted to his care. In 1893 he was created a K.C. by the Earl of Derby, Gover-

nor-General of the Dominion. The law firm of which he is head is known as Préfontaine, Archer & Perron.

He interested himself in politics as a very young man and at the age of twenty-four represented the electoral district of Chambly in the local Legislature at Quebec. That seat he retained from 1875 to 1881. The same constituency he was later called upon to represent in the House of Commons at Ottawa. Mr. Préfontaine was offered the Liberal nomination in Chambly before the bye-election of 1886, and was returned for the same county at the succeeding general election of 1881 and 1891. These nine years were passed in Opposition, the reins of power at Ottawa being controlled by the Conservative party. But in 1896 he shared the pleasure of his fellow-Liberals in witnessing the triumph of a cause which he had long supported on the left-hand side of the Chamber. The subject of this sketch was elected for the new district of Maisonneuve at the general election in 1896, and in 1900 was returned both in Maisonneuve and in the County of Terrebonne. Of recent years he has not been a very frequent participant in the Commons debates but has devoted a very large share of his time to the care of the interests with which he is entrusted. He has watched all legislation affecting the important community in which he resides, the business centre of the Dominion, and is beyond question one of the strongest leaders the Liberal party has in that section of the Dominion. He has held the Presidency of the Young Liberals Association of Canada.

In municipal life his career has been even more conspicuous. He was Mayor of Hochelaga from 1879 till 1883, when he passed into the City Council of Montreal. He played a leading part in the transactions of that assembly until 1902, when of his own volition he retired from the Chief Magistrate's chair, in favor of an Englishman, after holding that office since 1898. He has been a member of the Board of School Commissioners of the city of Montreal since 1886.

He is on the directorate of several leading companies, including the Confederation Life Assurance Company, the Montreal Land and Improvement Company. In the Cabinet reconstruction in the autumn of 1902, at the solicitation of Sir Wilfrid Laurier, Mr. Préfontaine became Minister of Marine and Fisheries. Mr. Préfontaine married in June, 1876, Hermantine, daughter of the late Hon. J. B. Rolland, in his life-time a member of the Canadian Senate. He has three sons, Rolland, Adrien and Ferland, attending school.

RODOLPHE FORGET, MONTREAL

Prominent among those who have taken an active part in the financial affairs of the Province of Quebec is Mr. Rodolphe Forget, of the brokerage firm of L. J. Forget & Co., Montreal. As a shrewd and able financier he is known from one end of Canada to the other, in the United States, and on the Exchanges of Europe. He has been connected with every financial venture in Montreal, and in most of them he has been the moving spirit. The companies he has organized represent an investment of some seventy-five million dollars.

Mr. Rodolphe Forget was born in Terrebonne, December 10th, 1861. He is therefore 41 years of age. He was educated in his native town at the famous institution known as the Masson College.

From early life he showed a disposition to study money questions, and resigned the pleasure of a classical course for the more practical commercial studies. On leaving college he entered into partnership with his uncle, Hon. Senator L. J. Forget. His career has been featured by the development of progressive ideas and success.

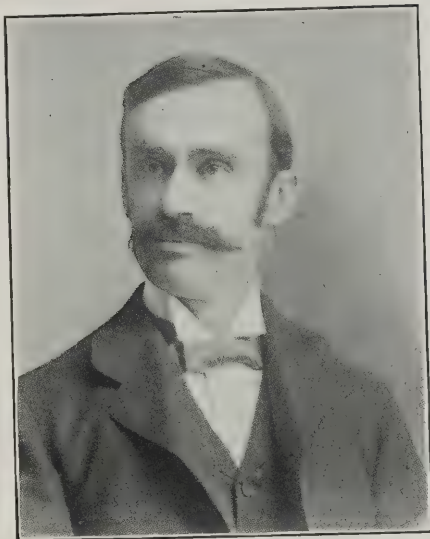
On the Montreal Stock Exchange he is considered a leader. In 1889 Mr. Forget was elected Secretary-Treasurer of the Montreal Stock Exchange, but owing to some action of the Committee which he considered *infra dignitatem*, he resigned, and has since refused to accept any office or preferment.

Among the companies which Mr. Forget has organized is the Montreal Light, Heat & Power Co., whose formation had for purpose in part the absorption or combination of the Montreal Gas Co., the Royal Electric Co., and other big concerns. The Company's charter was obtained from the Quebec Legislature in spite of strong opposition in the press and from the public, and showed Mr. Forget in the light of a powerful organizer.

Some of the privileges of the Montreal Light, Heat & Power Co. are to absorb other companies, to exercise the privileges they enjoyed, and other privileges, including the operation of gas for heat and lighting; electricity for heating, lighting and power; the manufacture of electrical machinery, and the full right in the streets of Montreal, above and under ground.

The capital of the Montreal Light, Heat & Power Co. is about seventeen million dollars.

The first signs of Mr. Forget's strength as a company organizer were given in 1884, when, in conjunction with other financiers, he obtained the present franchise of the Montreal Street Railway Company from the Montreal City Council. The action of the Council in granting the franchise was violently attacked in the



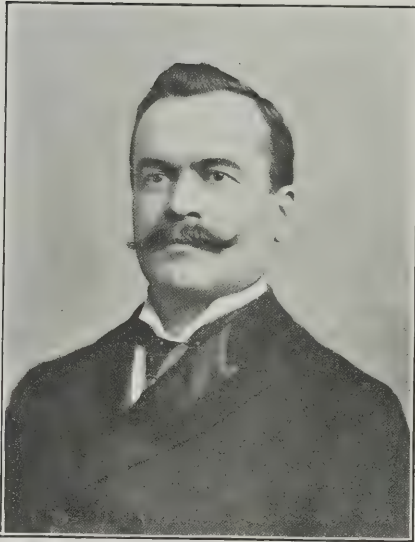
press, which eventually succeeded in having the late Sir J. J. Abbott elected Mayor over Hon. H. B. Rainville, and through him obtained a Royal Commission to investigate into the charges of corruption in connection with the granting of the franchise. The investigation was held, but nothing came from it.

Other companies which Mr. Forget organized, or reorganized, are the Richelieu & Ontario Navigation Co. and the Royal Electric Company.

He is Vice-President of the Montreal Light, Heat & Power Co., Chairman of the Executive Board of the R. & O. Navigation Co., and Director of the Royal Electric Co., the Montmorency Cotton Co., the Montreal Gas Co., the Crown Life Insurance Co., and the Mount Royal Fire Insurance Co.

Mr. Forget was twice married. The first time, October 12th, 1885, to Miss Alexandrina Tourville, and the second time to Miss Blanche McDonald in April, 1894. He has four children.

Mr. Rodolphe Forget is a frequent donator to charitable institutions. He is administrator of the Notre Dame Hospital and the Laval University. He is Governor of the Montreal General Hospital and the Western Hospital. He provided the funds for the new building of the Notre Dame Hospital and with his uncle, Hon. L. J. Forget, offered the city \$100,000 during the recent coal strike to provide fuel for the city's poor. He is a member of the St. James Club, Montreal Club, and the Club Canadien.



J. A. C. MADORE, M. P., MONTREAL

Joseph Alexandre Camille Madore, member of Parliament for Hochelaga District, is one of the best known lawyers of Montreal. He was born in the village of Blue Bonnets, Province of Quebec, on August 3, 1858. His father, Alexandre Madore, was a mechanic. His mother was Lucie Trudeau. Both parents were French-Canadian and the Madore family came from France in the sixteenth century. Mr. Madore attended the parish school until the age of twelve when he entered the Montreal College for a literary course. He next passed through a course of science and philosophy in the Jesuits' College, Montreal, which was completed in 1877. The young man became articled to Messrs. Longpre & Dugas, of Montreal, with whom he began the study of law. Later on he read law with Mr. A. Dalbec and was called to the bar in 1881, beginning the practice of his profession in partnership with A. Dalbec under the name of Dalbec & Madore. This partnership lasted one year. Mr. Madore then became associated with Mr. L. Bruchesi, the firm being known as Madore & Bruchesi. This lasted three years until Mr. Madore went into partnership with the late Hon. Rodolphe Laflamme, who was Minister of Justice during a portion of the Mackenzie Government's term of office at Ottawa.

In 1892 he withdrew from this firm and associated himself with Mr. M. G. Larochell. The firm of Madore & Larochell lasted till 1893, when Mr. Madore made one more change, becoming a partner with Mr. E. Guerin under the name of Madore & Guerin, which makes a specialty of civil and commercial law cases. Mr. Madore was chosen batonnier of the Montreal bar for two years. He has been a delegate from the Montreal Bar Association to the Provincial Association. From 1888 to 1898 he was attorney for the parish of St. Henri. He is to-day attorney for the Montreal South Shore Railway Company, for the Cape Breton Railway Company and for the town of Summerlea, P.Q.

Mr. Madore has long enjoyed an excellent practice, both in the courts of his own Province and in cases appealed to the Supreme Court at Ottawa. His name has been mentioned on more than one occasion in connection with appointments to the bench. In Parliament he has taken an important part both in the debates and in the work of the committees. He is a fluent speaker in both languages and has for years been prominent in Montreal as a Liberal worker. In 1891 he offered himself for election to the House of Commons in the Liberal interest in Jacques Cartier against Mr. (now Judge) Girouard, but failed to realize his ambition. In 1896, though, he was elected as member for Hochelaga over Dr. Lachapelle and again in the general election of 1900 against the same opponent. Mr. Madore has taken an active share in the chief debates of Parliament since 1896 and has been a useful committee-man as well. He has introduced legislation to suppress the practice of usury, which he claimed was the ruin of many young men in Montreal. Mr. Madore has added his voice to that of his fellow Liberals in support of the chief lines of policy that Sir Wilfrid Laurier and his colleagues have put forward. In 1896 he supported the Liberal party's stand in the matter of the Manitoba School Question which resulted in a peaceful solution of that vexed subject. He approves of the tariff reform introduced by the present Government and of its general conduct of public affairs. When the Senate threw out the bill adopted in the Commons for the appointment of more judges to cope with the business of the Montreal district, Mr. Madore placed on record his disapproval of what he considered as blind partizanship in the upper branch of Parliament and produced on that occasion a strong argument in favor of the policy of Senate reform enunciated by Sir Wilfrid Laurier. He is a Roman Catholic and unmarried.

LOUIS GASPARD ROBILLARD, MONTREAL

Louis Gaspard Robillard is editor and proprietor of *Le Pionnier*, of Montreal, and President and Manager of L'Union Franco-Canadienne in Montreal. He is what is commonly known as a self-made man. Mr. Robillard was born on the 15th of April, 1866, at St. Melanie, one of the quiet, agricultural parishes of the County of Joliette, Quebec. His father was Mr. Jerome Robillard, school teacher, and his mother, Sophie Riberdy, both now deceased.

The Robillard family emigrated from Brittany, in France, to this country only a couple of generations back. Although giving evidence of exceptional ability the subject of this sketch was favored with only a primary school education and one year of study in Latin at Joliette College. But undaunted by the loss of the advantages he would have liked, the young man made up his mind to gain later on the training denied him in his boyhood. He worked first as a baker and later as a clerk in a store at Joliette. A little later he removed for a time to the United States, working there in the spinning mills, giving up his nights to study to fit himself for a teacher's certificate at home. The examination he passed with credit when the time came, and thereupon Mr. Robillard entered upon the career in which his venerable father had left him an honorable example. But his ambition was far from being satisfied by this step upward. He aimed at much higher things yet, and by dint of hard work and the ability he was endowed with has eminently succeeded in the plans he laid down. He prepared himself successively for the examinations for a second-class certificate, the model school degree and then for the certificate of a school inspector, in each case winning his desired end. After several years of night study, to finish his commercial education he passed in 1891 some weeks at Bryant & Stratton's Business College in Montreal, obtaining the diploma of that institution. But he was not prepared to stop at that. He made up his mind to study law and spent his nights in this absorbing pursuit. He found time also for the acquiring of a knowledge of Latin, of Literature and of Philosophy, studying in these branches under private tutors. By dint of hard work he has followed the courses of both McGill and Laval Universities and will doubtless, one of these days, be admitted to the practice of the legal profession. Between times Mr. Robillard spent the years from 1885 till 1895 teaching school, and the years 1897 and 1898 as school inspector. Since then he has been bookseller, journalist and editor.



It was in 1894, in St. Jean Baptiste Ward, of Montreal, where he was then making his home, that Mr. Robillard, in company with a group of Christian philanthropists, notably Father Auclair, M. G. Lamothe, K.C., Dr. Desroches of the Provincial Board of Health and others, laid the foundations of "L'Union Franco-Canadienne," a Catholic and National Benefit Society giving also insurance at fixed rates. He has been ever since the moving spirit in this organization, first as Secretary and since then as President and Manager. This Society through the energy of its promoters has gained in seven years a membership of twenty thousand. In May, 1901, he purchased *Le Pionnier*, a weekly newspaper published in Sherbrooke for thirty-five years back. Mr. Robillard moved the place of publication to Montreal, made of it a Sunday paper, and in less than six months was able to run the circulation from fifteen hundred up to more than eighteen thousand. He has made it moreover one of the leading organs of public opinion among our French-Canadian brethren. Mr. Robillard has also secured an interest in *Le Monde Illustré*, which he is editing. This is a weekly illustrated paper published in Montreal. Mr. Robillard has been twice married. His first wife was Miss Percide Parent, of St. Melanie, Joliette county, whom he married in April of 1883. His second wife is Miss Elizabeth Parent, sister of the deceased, whom he married in 1888. Several children have been born of this latter union of which two are living, Achille, aged ten, and Flora aged two.



**LIEUTENANT-COLONEL ALEXANDER ROY,
D.O.C., MONTREAL**

The Canadian Militia counts many citizens of French origin who have risen to positions of honor and distinction. Among these stands pre-eminently Lieutenant-Colonel Alexander Roy, District Officer Commanding No. 6 Military District, St. John's, Quebec. Colonel Roy was born at Montreal, September 23rd, 1859. He is 43 years of age. He was educated at Montreal, where he passed brilliant courses. From early youth a military career attracted him, and as his family was in a position to assist him, he entered the profession with a determination to succeed. For a time, however, he exercised in Montreal the profession of accountant. In October, 1880, he joined the 65th Battalion as 2nd Lieutenant and there displayed an ability and good-will that at once attracted the attention of his superior officers. About this time a debate was held by the young men of professions in Montreal and to Colonel Roy fell the honor of speaking for the military profession. His re-

marks produced a telling effect and to them, in some measure, may be traced the splendid standing of the 65th Battalion in Montreal to-day. Colonel Roy's promotion was rapid; but a few months 2nd Lieutenant, he was made Lieutenant in 1881 and Captain in July, 1882. It was in that capacity that he served in the Northwest campaign in 1885. He was made Captain-Adjutant in June, 1887. Colonel Roy's first appointment to a permanent position in the Militia was made in December, 1888, when he became Brigade Major of No. 6 Military District. In June, 1892, he was transferred to No. 5 District at Montreal, a position he held until October, 1895, when he was appointed Lieutenant-Colonel. Since that date, Colonel Roy has played an important part in the military affairs of this Province. During the absence of Col. Gordon, D.O.C. of No. 5 District, in South Africa, Colonel Roy replaced him and had charge of the enlistments of the various contingents which left Montreal and the adjoining districts for South Africa. It was he also who organized the splendid receptions tendered the soldiers on their return to Canada. Two years ago when a riot was feared as a result of the labor strike at Valleyfield, Colonel Roy took charge of the militia which was ordered to the Factory Town to prevent trouble. In July, 1897, Colonel Roy was appointed Officer Commanding of No. 6 District, which is situated at St. John's, Quebec. Colonel Roy has completed his military education in every sense. He qualified at Kingston Royal Military College with distinction and was sent to England by the Federal Government in 1896, where he passed a course in musketry at Hythe and a cavalry course at Shorncliffe. He also passed for tactical fitness for command at Aldershot. Colonel Roy was married September 11th, 1883.

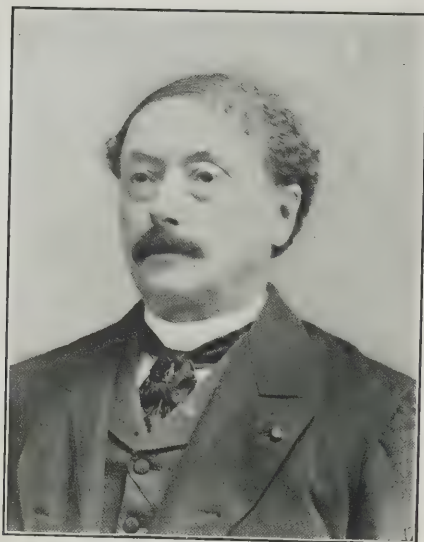
HORMISDAS LAPORTE, MONTREAL

Hormisdas Laporte, of Montreal, is one of the most prosperous and respected business men of the Canadian metropolis. He owes all that he possesses to his own energy and business foresight. He has fought the battle of life on his own account since fourteen years of age and has every reason to be proud of the success that has crowned his efforts. He was born in the town of Lachine, on the 7th of November, 1850. His father was Jean Baptiste Laporte, a miller of that place. When the subject of this sketch was but one year old, his father removed to Sault aux Recollets and there the lad received his early education, striking out for himself when only fourteen by accepting employment in a nail factory in Montreal. Advancement came to him in this occupation and in 1870 he quitted the firm he was with and was engaged by a grocer of St. Joseph Street, in the same city. Some few months later the young man was able to make a business venture for himself and opened a grocery store at the corner of St. James and St. Martin Streets. In 1881 he gave up the retail trade and made up his mind to devote all his time and attention to the wholesale business, he formed the partnership of Laporte, Martin & Company, of which he is the present head. Its affairs continuing to prosper, this house in 1890 erected at the corner of Notre Dame and Seigneurs Streets a magnificent edifice which was destroyed by fire in April, 1894. Undaunted by this severe loss, the firm at once secured two stores on St. Peter Street and today the firm of Laporte, Martin & Company, in view of the growth of its operations, has been forced to take two other stores, thus forming one of the biggest wholesale establishments of Montreal. Mr. Laporte has taken an active interest in public questions and in all affairs that are of consequence to the business world. He is one of the most valued members of three important business bodies of the community, the Chambre de Commerce, the Board of Trade and President of the Domin-



ion Grocers' Guild Association of Canada and also a member of the Wholesale Grocers' Association. He was elected to the City Council of Montreal in 1897, re-elected in 1898 and still again in 1900 and 1902 and for two terms was Chairman of the Finance Committee. The work of the City Council and of its chief committee has taken a large portion of his time. As a business man of long experience, his advice on matters of finance was, however, of sound value. The subject of this sketch has had the honor of sitting on the Board of Harbor Commissioners, which is charged with the full administration of the port business. He was the founder and President of l'Alliance Nationale. Mr. Laporte is a Justice of the Peace and had the honor of the mayoralty at the Council Board of the village of Dorion, where he makes his home during the summer months. He is a former President of l'Union St. Vincent. He is a Director of the Provincial Bank and is a Director of the National Life Assurance Company.





LAURENT OLIVIER DAVID, MONTREAL

Laurent Olivier David, City Clerk of Montreal, bears a name that is known all over Canada. He was born at Sault au Recollet, P.Q., March 24th, 1840, his parents being Major Stanislas David, who was Captain in the Militia in 1812-1813, and Elizabeth Tremblay. His ancestors came from France and were among the early settlers of Canada. He was educated at Ste. Thérèse College, Terrebonne County, and called to the bar of Quebec in 1864, forming a law partnership with that celebrated barrister, J. A. Mousseau, who afterwards became Premier of Quebec and later still a Superior Court Judge of that Province. As a law student in 1862, Mr. David, in company with J. A. Chapleau, W. Sicotte, Ludger Labelle, J. A. Mousseau and A. H. Monpetit, established in Montreal the weekly newspaper *Le Colonisateur*, whose attention was given chiefly to the colonization promotion. From that day to this Mr. David has devoted his energy to the fostering of that national cause, advocating its importance on the political platform, in the Legislature at Quebec and through the press. In 1870, in conjunction with J. A. Mousseau and Mr. Desbarrats, he founded *L'Opinion Publique*,

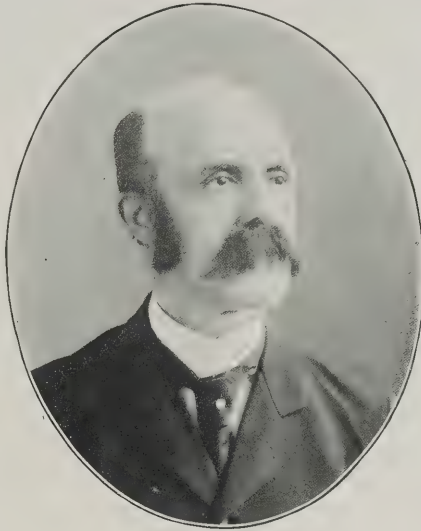
an illustrated weekly of which he was chief editor till 1872. For two years more he practised his profession and then joined Cleophas Beausoleil in the founding of *Le Bien Public*, a daily newspaper, which enjoyed prosperity up till its advocacy of the principle of protection. Mr. David next became a translator on the House of Commons staff at Ottawa, but from this he resigned on the change of Government in 1878 to practise as a lawyer in partnership with Mr. Longpré.

Mr. David was a Conservative before Confederation, but joined "L'Union Nationale," an organization of young men pledged to oppose the union of the Provinces. Later on Mr. David became a regular follower of the Liberal party under Dorion, Holton, Huntingdon and R. Laflamme and to-day is in full accord with the policy of that party on all questions but that of protection, which he has always favored. Mr. David was an unsuccessful candidate for the Legislative Assembly in 1867 and 1869, and for the House of Commons in 1872, 1878 and 1891. He was elected to the Provincial House in 1886 for Montreal East, but declined re-nomination because he was not in complete accord with the Mercier Government's policy. While in the Provincial House he was instrumental in introducing measures to protect the wages and the furniture of workmen and to reduce law costs. In 1888 he was a delegate to the French-Canadian National Convention at Nashua, N.H., and in 1892 was elected City Clerk of Montreal, which office he still retains. He was President of the St. Jean Baptiste Society of Montreal 1881-1888 and worked 12 years to secure the establishment of Le Monument National in Montreal. His published works include the following: "Biographies et Portraits," 1876; "Les Héros de Chateauguay," 1883; "Les Portraits de 1837-38," 1884; "Mes Contemporains," 1894; "Les Deux Papineau," 1896; "Le Clerge Canadien, sa mission et son œuvre," 1896; "L'Histoire du Canada," from the union to the confederation, at the pressing demand of the bishops; "Le Drapeau de Carillon," 1901. In "Le Clerge Canadien, sa mission et son œuvre" the author took strong ground against certain of the R. C. clergy in Quebec for undue intervention in political affairs. The book, though approved by many eminent theologians, was condemned by the Congregation of the Index at Rome. Mr. David belongs to the Royal Society of Canada. He is a Roman Catholic. He married first in 1868 Alkina Chenet, who died in 1887, and second, in 1892, Ludevine Garceau. Mr. David has been offered a judgeship and the position of Lieutenant-Governor in the Northwest, both of which he declined.

G. N. DUCHARME, MONTREAL

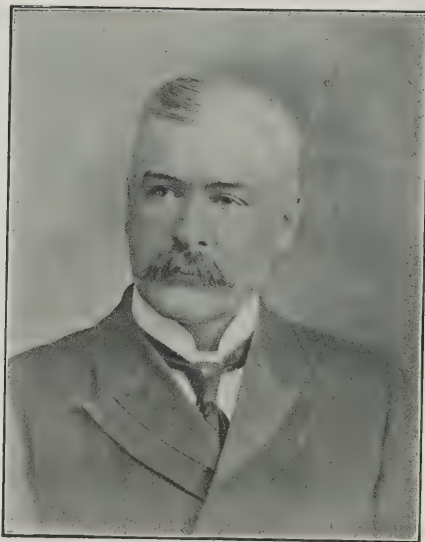
Guillaume Narcisse Ducharme, Mayor of Ste. Cunegonde, Que., was born at Chateau-guay, January 3rd, 1851. He was educated at Montreal and at St. Henry English School, and was married July 6th, 1880, to Miss Maria Delia Rivet, daughter of Leon Rivet, of Montreal. Thirteen children have been born from this marriage, of whom five are still alive: Louis Narcisse, Felix-Adolphe Alexandre, Elie-Armand, George, and Oscar. Mr. Ducharme is a self-made man and a fair representative of the progressive French-Canadian. He has risen to his present honorable position entirely by his own energy and determination. From the start he exhibited an intense interest and more than ordinary aptness for public affairs. He began to play his part in the earliest history of Ste. Cunegonde, and was instrumental in the rapid growth of the important city. While looking around to determine his future course, he first accepted, in 1878, the position of Secretary of the Catholic School Board. The eminent qualities he there developed soon came under general notice, and after having obtained the Post-mastership of Ste. Cunegonde he was chosen two years later, in 1884, as Treasurer of the Corporation. This last office he filled during nine years, with credit to himself and with profit to the town. When he resigned as Treasurer in 1893, his fellow-citizens, not willing to be deprived of his services, begged him to accept his share of municipal honors and elected him Alderman. His entire municipal career has given evidence of his ability and application. By his go-ahead spirit, first bitterly criticized and now universally approved, he largely contributed to the success of Ste. Cunegonde. In fact he warmly advocated the various improvements which revolutionized the aspect of the town and this grand work has stamped Mr. Ducharme's name on the public mind as the well-deserved reward of his unflagging perseverance.

In 1896 he resigned his seat in the Council for reasons of health, but resumed it in 1898 after a prolonged trip through Europe. He was then elected Mayor, a position which he still holds and for which he is admirably adapted by his experience and grasp of municipal affairs. The press of private business always prevented him from taking an active part in politics. Although the honor had been tendered him by a host of friends, he declined



to come forward as the Conservative candidate for Hochelaga in 1892 and 1900. Mr. Ducharme is also a prominent figure in financial circles. Thoroughly conversant with business, especially banking business, he is considered one of the best authorities on the matter. He is actually President of the Banque Provinciale of Canada, and in this position his industry and large commercial knowledge have found full scope. His career has been marked by greater opportunity and progress than fall to the lot of most men. He owes much of his success to his gifts of keen observation and quick decision. The sterling qualities of his ever-active mind are seldom seen and the fact that everything he attempted has been crowned with unqualified success speaks volumes for his ability. Mr. Ducharme is now apparently in the prime of life and bids fair to give many more years of valuable services. Independent of the municipal offices he has filled, and besides being owner of large property, he is also President of the Montreal Union Abattoir Co., Vice-President of Montreal Stock Yard, President of the "Safe Guard Insurance Company," President of the "Coloraine Mining Co.," and Director of many other financial institutions in Montreal.

The ancestors of Mr. Ducharme came from France 200 years ago and located themselves in the settlement of Ville Marie. There are now many branches of the family rooted in different parts of the Montreal district where they are numerous.



CHARLES NEWHOUSE ARMSTRONG, MONTREAL

A gentleman in the front rank of railway promoters and contractors, to whose energy and ability the development of Canada owes so much, is Charles Newhouse Armstrong, of the city of Montreal, in the Province of Quebec.

If the Gzowskis, Macphersons, Stephens and Smiths, of Canada, obtained worldly wealth in so doing, Canada, which deserves so much from their enterprise, skill and executive ability, cannot begrudge them the reward of wealth and position. The wealth of Canada to-day, the increase of settlement and the prosperity of trade that marks the progress of the development of the whole Dominion, is owing in a great measure to the transportation facilities afforded throughout her widely scattered provinces. Among the most prominent of this distinctive class of railway builders is the subject of this sketch, who is comparatively young in years considering the nature of his transactions in the past and in comparison with others who have had to await until late in life before arriving at the degree of success attained by Mr. Armstrong at middle age.

The son of the late Honorable James Armstrong, C.M.G., formerly Chief Justice of St.

Lucia, West Indies, and Marie Anne Charlotte, daughter of Hercules Olivier, Esq., of Berthier, in the Province of Quebec, he was born at the Manor House of De Lanandiere, County of Maskinonge, in the Province of Quebec on the 19th day of March, 1850, and was educated by private tuition and at the Sorel Model School. After leaving school he entered the service of the Ohio and Mississippi Railway Company as clerk in the year 1863. Returning to Canada in 1867, he became engaged in commercial business until the year 1881, when he organized the Montreal and Sorel Railway Company, and became managing director thereof until the year 1884, when he was elected to the position of President which he still occupies. Mr. Armstrong did not limit his abilities to the services of the Montreal and Sorel Railway alone, but also organized the Great Northern, the Great Eastern, the Atlantic and Lake Superior Railways, and the Montreal Bridge Company.

Few railway contractors in Canada have been engaged in the construction of so many important railroads as the subject of this sketch. He built the Montreal and Sorel and considerable portions of the Pontiac and Pacific, the Great Northern, St. Gabriel, St. Andrews and Lachute, the Great Eastern and Baie des Chaleurs railroads.

But not alone in railway construction has Mr. Armstrong been conspicuous in the public life of Canada; his advocacy of patriotic Canadianism by voice and pen has made its impress on the times, and while in England his publication of Canada and her resources in 1883 excited favourable comment. A member of the Church of England, he is a Conservative in politics.

He married in July, 1871, Amelia Frances, eldest daughter of J. E. Johnstone, Esq., M.D., of Sorel, in the Province of Quebec. Of his sons, three are graduates of the Royal Military College, Kingston, one of whom Bertie Harold Olivier Armstrong is now an officer in the Royal Engineers and Director of Public Works for the Orange River Colony. Another son, Charles J. Armstrong, has an important position under Colonel Girouard in the Imperial Military Railways in South Africa. Three other sons are officers in the Canadian Militia.

In the full vigor of his manhood Mr. Armstrong is interested not only in the enterprises and corporations which he did so much to successfully create, but in all matters of national concern.

RODOLPHE LEMIEUX, K.C., M.P., MONTREAL

Among the members of the bar of the Province of Quebec distinguished early in life, not only in their profession, but in the wider fields of politics and letters, is Rodolphe Lemieux, member of Parliament for the county of Gaspé, in the Province of Quebec. The son of H. A. Lemieux, Esq., Inspector of Customs in the Province of Quebec, he was born in the city of Montreal on the 1st of November, 1866. Educated at Nicolet College and at Ottawa University, he first followed the profession of journalism. Resolving to make law his life's profession, he became a student thereof and in 1891 he graduated with the degree of Bachelor of Civil Law at Laval University and was called to the bar of his native Province in the same year. Subsequently, in 1896, he took the degree of LL.D. from the same university. Entering into partnership with the late Honorable Honoré Mercier, at one time Premier of Quebec, and with the Honorable L. Gouin, Minister of Public Works for the said Province, he began the practice of his profession in the city of Montreal, which he has continued until the present time. Not alone to the distinguished association in his profession and in politics with two of the leading men in political life of his Province at that time, does Mr. Lemieux owe the success that has come to him at such a comparatively early age, but to the ability displayed by him in the forum of the law, the lecture room of a great university, the political platform and as a political essayist. A writer of ability and experience, having been assistant editor of the great French-Canadian journal *La Patrie*, he is the author of two books of exceptional value to the Canadian lawyer, "De La Contrainte par Corps, or Imprisonment for Debt" and "Histoire du Droit Franco-Canadien, or History of the French-Canadian Law," which were published in 1896, and is also the author of "Wilfrid Laurier," an address published in 1897. Becoming a member of the Law Faculty of Laval University in 1896, he was appointed Professor of the History of Law at that seat of learning. His reputation as an erudite lawyer and painstaking,



ing, vigorous counsel was not only established among his professional brethren, but throughout the whole Province of Quebec, and received recognition from the Government of the day by his appointment as Crown Prosecutor for the Montreal District. Actively interested in public and political affairs and an ardent Liberal, he was elected at the general elections of 1896 to the House of Commons of Canada after a strongly-fought contest, as the representative of the county of Gaspé, by the small majority of 49. In the next general elections when he again offered himself as a candidate for the same constituency he was returned by a majority of 1,450 over his opponent. A ready debater and a forceful speaker, he was selected the Second-er of the Address in reply to the Speech from the Throne during his first session as a member of Parliament.

A Roman Catholic in religion, he married on the 15th of May, 1894, at Montreal, Bertha Jetté, daughter of Sir Louis Jetté, K.C.M.G., Lieutenant-Governor of the Province of Quebec, and has three children, Marie Marthe, Clouilde and Rodolphe.



TOUSSAINT BROSSÉAU, MONTREAL

Among the men who shine with particular brilliancy at the bar of the Province of Quebec, is Mr. Toussaint Brosseau, head of the legal firm, Brosseau, Lajoie & Lacoste, of Montreal. He has won a world-wide reputation through personal efforts and success.

Mr. Brosseau was born at Chambly, Quebec, September 24th, 1857, and is now 46 years old. His education was received during his ten years' attendance at St. Mary's College, Montreal. This institution is directed by the Rev. Jesuit fathers, and has sent out many able young men who have occupied eminent

positions in the professions and in politics. At St. Mary's College, Mr. Brosseau completed his course in Arts and Philosophy, and afterwards followed the law courses at Laval University, Montreal, where he graduated in 1881. Mr. Brosseau's reputation had preceded him to the bar so that when he was admitted he at once took a place of importance, and was invited to be a partner in the firm of Lacoste, Globensky, Bisailon & Brosseau. He has won many cases of importance and almost every year pleads before the Judicial Committee of the Privy Council in England. Later Mr. Brosseau formed his present firm, Brosseau, Lajoie & Lacoste, the last named being a son of Sir Alexander Lacoste.

His office has been the rendezvous of many capitalists seeking to form companies, and it is said that his practice in this connection is as extensive as the one he enjoys at the bar.

It is principally upon civil and commercial cases that Mr. Brosseau has been engaged. Indeed, he is scarcely known in the criminal courts. As a civil lawyer he has been engaged by many large companies in Canada and in the United States, and upon many technical legal points has obtained favorable decisions before the Privy Council.

Though he holds strong political views and is a fluent speaker, he has never taken any part in politics, preferring at all times to devote himself to his profession.



CHRISTOPHER BENFIELD CARTER, K. C.,**MONTREAL**

Of the leaders of the bar of the Province of Quebec there have been few who have taken a position, not only in their profession, but in the estimation of their fellow-citizens, and in Municipal and Corporation government, more creditably and unobtrusively prominent in the city or district in which they may have lived and practised than Christopher Benfield Carter. The son of the late Dr. Christopher Carter, of Montreal, by his wife, Amelia J. Coward, of Tiverton, Devonshire, England, his ancestors came from Yorkshire, England. His great grandfather was a surgeon in the British army, and was stationed at Three Rivers, in the Province of Quebec when that city was the headquarters of the army in Canada. His eldest son, the grandfather of the subject of this sketch, married Mary, the eldest daughter of the Rev. John Quirk Short, who was Chaplain to the forces at Three Rivers. He was born in the city of Montreal on the 30th of November, 1844, and was educated at the High School, Montreal, under the late Dr. Howe, and also at the Commercial Academy of Sorel, under the late Edward Carter Allan. He studied law with the late William H. Kerr, Q.C., and was a class-mate in the law faculty of McGill with the late Hon. C. A. Geoffrion and the present Hon. Judge Robidoux, and graduated B.C.L. on the 3rd of May, 1866. He was called to the bar of the Province of Quebec on the 6th of August of the same year, and formed a partnership with the late Mr. Kerr, which continued until the latter's death in February, 1888. His ability and standing at the bar was recognized not only in the city of Montreal but throughout the country, and he was created a Queen's Counsel (Canada) by the Earl of Derby on the 28th of December, 1889, and Queen's Counsel (Quebec) on the 1st June, 1899.

Mr. Carter was for several years a member of the Council of the Bar of Montreal. He was elected by acclamation Treasurer of that body on the 1st of May, 1895, and held office for two years. On the 1st of May, 1897, he was elected by acclamation Batonnier of the Bar of Montreal, was re-elected by ac-



clamation on the 1st of May, 1898, and in June following was elected Batonnier-General of the Province of Quebec. On retiring from office in May, 1899, he was presented with his portrait in oil and an address by the Bar of Montreal, in acknowledgment of the many services he had rendered. Mr. Carter was also elected Treasurer of the Canadian Bar Association.

He is the President of the People's Mutual Building Society, Montreal, and was on the 1st of February last elected by acclamation an alderman of the West Ward of the city and made a member of the Finance Committee of the Council.

Mr. Carter has always devoted himself to the practice of his profession, and represents a number of commercial institutions as their legal adviser; he has been engaged in a number of the most important cases which have come before the courts of the Province.

A Liberal-Conservative in politics, he has not sought political honors or preferment, and is a strong believer in the unity of the empire and a vigorous immigration policy by the Government.

He is a member of the Church of England, is unmarried, and a member of the St. James Club, Montreal.



PHILIPPE HONORE ROY, K.C., MONTREAL

Philippe Honore Roy, of Roy, Roy & Senecal, advocates, Montreal, is among Quebec's most prominent lawyers and politicians. He was born July 30th, 1847, at St. Georges de Henriville, a pretty village in the county of Iberville. His early education was obtained at the seminary of Ste. Marie de Monnoir, Marieville, Que., and revealed him an earnest student. His law courses were passed in the old Victoria University, where he graduated in 1871. During his course he attended the law office of Sir L. A. Jetté, Lieutenant-Governor of Quebec, and upon his graduation formed a partnership with Mr. A. E. Forget, at present Lieutenant-Governor of the Northwest Territories.

Later he formed a partnership with Mr. F. G. Bouthillier, and since 1887 is head of the well-known firm of Roy, Roy & Senecal.

Mr. Roy has been engaged in many important legal cases. Through his efforts a decision was obtained, that in cases between landlords and tenants the amount claimed would determine the jurisdiction of the court, independently of the annual amount of the lease in case of cancellation. This decision was considered important in our jurisprudence.

Mr. Roy has filled the highest offices in connection with the Bar Association. He has been at different times Secretary, Syndic and Director of the Bar Association, and was dele-

gated by his fellow-members to the General Council of the Provincial Bar Association.

In July, 1878, Mr. Roy married Miss A. L. Moleur, daughter of Louis Moleur, St. John's, Que. He has two children, Miss Georgette Roy, a favorite in Montreal social circles, and Louis Philippe, who is at present attending Loyola College.

Mr. Roy has many fields of activity besides his profession. He takes a deep interest in agriculture, and has many splendid farms in the counties of St. John and Iberville.

Mr. Roy is proprietor of the splendid water-works system of St. John's, Quebec, and devotes the few leisure moments which the practice of his profession allows him to its superintendence and administration. He is Vice-President of the St. John's Bank, an institution founded thirty years ago by his father-in-law, Louis Moleur.

Mr. Roy is also President of the East Richelieu Valley Railway Company, which operates between Iberville and the boundary line in the counties of Iberville and Missisquoi.

In his early years Mr. Roy passed a brilliant military course at the Military College which was then established in Montreal.

In politics Mr. Roy is a Liberal. He is one of the staunch Liberals who were instrumental in bringing about the victory of 1874, when Sir Alexander Mackenzie was returned to power. He was one of the founders of the famous Party National, which counted among its members such eminent French-Canadians as Sir Louis Jetté, Sir Wilfrid Laurier, L. O. David, Honore Mercier, Senator Beique, Cleophas Beausoleil.

He is a member of the principal Liberal Clubs in Quebec, and was at one time President of the Club National, the chief Liberal organization of the Province.

In 1890 Mr. Roy was a candidate in the county of Iberville for the Quebec Legislature; his opponent was Mr. Francis Gosselin, and Mr. Roy was defeated. He was again defeated in 1896, in the same county, by Mr. F. Bechard, who since confederation has been the member for that division in the Federal House. In 1900 Mr. Roy was elected for St. John to the Quebec Legislature. In the last Parliament he was a prominent figure in the debates. He gained prominence through his Bill the effect of which, had it passed, was to diminish the number of cases appealed to the Privy Council, and to restrain the King's Bench cases appealed to the Supreme Court to those affecting Federal laws. Mr. Roy's conviction is that the Supreme Court has no appeal jurisdiction in cases governed by the Provincial Laws. In religion Mr. Roy is a Roman Catholic.

J. G. H. BERGERON, EX-M. P., MONTREAL

Joseph Gedeon Horace Bergeron, ex-member of Parliament for the county of Beauharnois, is one of the Conservative leaders in the Province of Quebec. He is the son of the late T. R. Bergeron, Notary Public of Rigaud, by his wife the late Leocadie Caroline Delphine, daughter of Mr. Gedeon Coursolles, Notary Public of St. Andre, P.Q. He was born at Rigaud on the 13th of October, 1854. Mr. Bergeron's ancestors came from Normandy to Canada about 1660, making their home in the Three Rivers district, where many descendants still reside. The subject of this sketch enjoyed the advantages of an excellent education. He was sent first to St. Mary's College (Jesuit) in Montreal, and later to McGill University, from which latter he graduated in 1877 with the degree of B.C.L. He was admitted to the practice of the legal profession in the same year, in Montreal, which he has since made his home. His practice has grown as the years passed, and to-day Mr. Bergeron's is one of the best known names in the Province. He is at present a member of the firm of Bastien, Bergeron & Cousineau. It is on record that Mr. Bergeron declined at one time the offer of a judgeship in the Province of Manitoba, tendered him by the party which he supported at Ottawa. He gave considerable attention to the support of the militia, and possesses a certificate of the Military School at Montreal.

Mr. Bergeron married on the 7th of July, 1890, Josephine Ada, daughter of the late Captain Robert Wall, of Montreal, a lady of exceptional accomplishment in both vocal and instrumental music.

In January, 1879, just one year and a half after being admitted to the bar, and at the early age of twenty-four years, he had the honor of being elected to the House of Commons at Ottawa, for the electoral district of Beauharnois, on the death of the sitting member. His support was given to the Conservative party, to which indeed he had belonged for some years previous. Without a single break he was able to retain the confidence of that county down till the general election of 1900, when he met defeat at the hands of Mr. George M. Loye, Liberal, of Valleyfield. In 1882 his election was won by acclamation. The same year he had the honor of being chosen to move the Address in reply to the Speech from the Throne in the House of Commons. In 1891 he was raised to the office of Deputy-Speaker and Chairman of Committees, which would probably have brought him the Speakership in the succeed-



ing Parliament but for the defeat of his party at the polls. It was Mr. Bergeron upon whose shoulders devolved the duty of presiding at the all-week sitting of the Commons upon the Remedial Bill introduced by the Government of Sir Mackenzie Bowell. Both on the Government side of the Chamber and afterwards in opposition to the Administration of Sir Wilfrid Laurier he proved himself a useful member. He has a command of both languages, and points of expression of great service to his party. Mr. Bergeron has been heard before many English as well as French-Canadian audiences, and though for the time being out of political life will, no doubt, re-enter the arena ere long, as he possesses talents recognized by all who sat with him in the House. Since the general election of 1900 he has twice sought election without success; first in the bye-election in St. James' division of Montreal, in January, 1902, and again the same spring in the county of Beauharnois, against Mr. Loye, who had been unseated by the courts. He is a man of striking personality, vigorous in mind and body, and is certainly missed by his fellow-Conservatives in the Federal Assembly. It is quite evident, however, that Mr. Bergeron will be on hand when the party lays its policy before the Canadian people at the next general election. On two different occasions when his political friends were in office he declined a proffered appointment to the Senate.



WILLIAM JOSEPH POUPORE, MONTREAL

William Joseph Poupore, ex-member of Parliament for the County of Pontiac, is one of the best known contractors of Canada. The ancestors of the Poupore family came from Normandy, and settled at Ville Marie about the time of Maisonneuve's administration. Thence they removed to La Prairie de la Madeleine, where several branches of the family still live. The subject of this sketch was born on the 29th of April, 1846, at Allumette Island, on the Ottawa River. His father was half French and his mother, Susan McAdams, a native of Ireland. He was educated at the common schools and at the Ottawa Commercial College, from which he passed as an accountant. In 1870 he married Barbara Eleanor, second daughter of the late John Poupore, ex-M.P., and ex-M.P.P. for Pontiac. This union resulted in a numerous family, of whom four sons and three daughters are living. The eldest son, Guy, a graduate of Ottawa University, is now chief time-keeper for Mr. Poupore on his extensive contract in Montreal harbor. The second son, Leo, is attending McGill University for a course in mechanical mining and civil engineering.

The two younger sons are attending Cote des Neiges College, near Montreal. The eldest daughter joined the Ursuline Convent at Quebec in 1901. The other two daughters are living with their parents in Montreal. As a young man Mr. Poupore studied law for the space of two years, but has for years devoted himself to contracting on a large scale, and has had a part in the execution of some of the most notable of the public works of the Federal Government since 1882.

One of his largest undertakings was the building of the new lock at Morrisburg and the deepening of the Williamsburg Canal, which work cost upwards of a million dollars.

In conjunction with Mr. Malone, of Three Rivers, he tendered successfully for the building of the new wharves in the lower portion of the harbor of Montreal, and for the building of a dock and dredging at Sorel on the St. Lawrence.

Prior to Mr. Malone's death in 1902 Mr. Poupore had bought out his interests, both at Montreal and Sorel, and subsequently had his business incorporated by letters patent from the Government of Canada, with a capital of \$300,000, fully paid up. The name of the company is "W. J. Poupore Co., Limited," and the directors are: W. J. Poupore, President; Guy Poupore, Vice-President; Leo Poupore, Director; P. E. O'Brien, Director; F. L. Monet, Director, Secretary. Both the Montreal and Sorel works are under the control and management of the company. In addition to the above, Mr. Poupore is the president of the Three Rivers Light, Heat and Power Co., and is one-fourth owner of the stock of the company, which is capitalized at \$250,000.00.

In politics Mr. Poupore is an Independent-Conservative. He was brought out as Conservative candidate in Pontiac County in the general election of 1896, and elected as an Independent supporter to Sir Charles Tupper. Mr. Poupore on more than one occasion expounded the desirability of improving at once the direct waterway between French River and the City of Montreal as a solution of the transportation question as it affects produce from the West.

DR. THOMAS AUGUSTIN BRISSON, MONTREAL

Dr. Thomas Augustin Brisson is the son of the late Dr. Brisson, of St. Lin, Quebec, and was born in that village October 12th, 1852. He received his education at L'Assomption College and Montreal College and graduated in medicine at the Old Victoria University in 1871. Dr. Brisson married, October 10th, 1881, Marie Louise, daughter of Dr. P. C. Dufresne, who later became a priest and canon of the Catholic Cathedral, Montreal.

Four children were born from the marriage, but only one, Auguste, the oldest son, survives. He is 20 years old and has just completed his classics at the Montreal College.

For two years after his graduation, Dr. Brisson practised his profession at St. Constan. About this time he became interested in colonization work and with the late B. A. T. DeMontigny, Honorable J. D. Rolland and L. E. Carnfel, formed the Montreal Colonization Society, of which he is at the present time Director and General Agent.

While still practising medicine in Laprairie, Dr. Brisson devoted his time and energies to developing the Province of Quebec by opening new centres to colonization, and indeed he has given his life to the work. He was a Director of the Labelle Colonization Railway and is a promoter of the Temiskaming Railway between Temiskaming and Head of the Lake. His place of business is at the office of the Colonization Society, 1546 Notre Dame Street.

Dr. Brisson has taken an active part in the development of Laprairie. He was Mayor of the village and Prefect of the county from 1885 to 1892. He is a Director of the Laprairie Brick Company.

In 1880 he formed the 85th Battalion of which he is Lieutenant-Colonel-Surgeon. He received the long service-medal for 20 years' membership in the battalion and is now on the reserve.

Dr. Brisson was delegated by the Federal Government to the Paris Exhibition in 1900 to represent the Department of the Interior and the Montreal Colonization Society.

In 1887 he was the Conservative candidate at the bye-election to replace the late L. B. A. Charlebois, M. L. A. for Laprairie, and was defeated by a small majority.



He is a prominent member of Lemoine Lodge of the A.O.U.W. and was the founder and first Chief Ranger of the Catholic Foresters of Laprairie. He occupies important positions in all social events at Laprairie and is a prominent figure at the annual military camps. At different times he has been President of the Laprairie Literary Society.

While Mayor of the village, he superintended the construction of the guard pier built for the purpose of protection from spring floods. The work involved an expenditure of \$150,000.

Through him the village limits were extended and a splendid postoffice was erected.

In religion Dr. Brisson is a Roman Catholic and in politics a Conservative. While comparatively young, Dr. Brisson has already accomplished much. His field of activity has been in colonization work. He was a companion of the late Curé Labelle in his early days and contributed largely in opening up the Labelle region.

As general agent of the Colonization Society, he is also interested in the development of the Lake St. John region, Metapedia and the Temiskaming district.

His active disposition and affability have made him particularly suitable for the work which he carries on with marked success. His efforts both in local enterprises and undertakings of a general character have been crowned with good results. His work is all the more successful because it is free from personal interests.



LOUIS P. P. CARDIN, M. P. P., MONTREAL

Louis Pierre Paul Cardin, M.P.P. for Richelieu County, belongs to a family which has played an important part in the settlement of Quebec, and is represented to-day in the parishes of Sorel, Nicolet, Yamaska, St. David, Ste. Anne de Sorel and St. Ignace de Loyola. One branch of the family has for years been established at Mackinac, at the junction of Lakes Huron and Michigan, which in the early days was one of the chief depots for the fur trade. Their common ancestor, Noel Cardin, removed from France in 1660 to make his home in New France. Accompanied by his wife, Jeanne Leonard, he settled in the newly founded settlement of Three Rivers.

The subject of this sketch was born on Isle Madame, opposite the parish of Ste. Anne de Sorel, on the 21st of May, 1841. His father, Athanase Cardin, a well-to-do yeoman, and his late mother, Judith Laval, were both of the same place. He was favored with a liberal education, passing through the College

of L'Assomption, which has turned out a large number of men distinguished in the church and the legal and medical professions of the Province of Quebec, including the present Prime Minister of Canada, Sir Wilfrid Laurier. He embraced the career of a notary. He was admitted to practice in 1868, and has since come to be widely known in his profession and in public life.

From the time of his entering upon the notarial profession till 1872, he was associated with the late Mr. Precourt. He has been honored by appointment to some of the most important posts in the county of Richelieu. He was for a time secretary-treasurer of the Municipal Council of Sorel, secretary-treasurer of the Dissident School Board, secretary-treasurer of the Agricultural Society of the County of Richelieu, and secretary-treasurer of the municipalities of Ste. Anne de Sorel and of Ste. Victoire. He has also for many years held the presidency of the Agricultural Society of the County of Richelieu.

He holds a first-class certificate from the Military School in Quebec, and organized a militia company with headquarters at Sorel. Since 1885 he has taken an active interest in politics, connecting himself in that year with the National Party in Quebec, as led by the late Honoré Mercier, M. M. Beaubien, Trudel Burgeon and others.

In 1886 he was called upon by his friends of that party to stand for the Legislative Assembly in the county of Richelieu, and was elected. He was favored with re-election in the general elections of 1890, 1897 and 1900, and sits as a supporter of the Parent Administration.

Mr. Cardin married, in the Town of Sorel, on the 21st of May, 1867, Marie Eugène Celina Lamere, by whom he has had nine children, three of whom are living.

MATTHEW HUTCHINSON, M. P. P., MONTREAL

Matthew Hutchinson, one of the most prominent lawyers of the Province of Quebec, was born October 29th, 1843, at Musquodoboit, Halifax County, Nova Scotia, and is the son of William Scott Hutchinson, of Nova Scotia.

He first attended the London, Ontario, Grammar School, and passed his Arts and Law courses at McGill University, where he graduated in January, 1874. Many of Montreal's prominent men left the college precincts that year; among them were Hon. Raymond Préfontaine, Minister of Marine, and Hon. H. B. Rainville, Speaker of the Quebec Legislature.

Mr. Hutchinson was gold medallist, winning in his graduation examinations the Elizabeth Torrance medal, the coveted prize of McGill law students for the last 30 years. For fifteen years, Mr. Hutchinson was professor of civil procedure at McGill, and retired but a short time ago, when he was appointed emeritus professor in law.

He has been twice married, the first time in January, 1874, to Miss Mary, daughter of David Hood, engineer, of Montreal; the second time, in June, 1888, to Miss Elizabeth Langlands, daughter of James Langlands, of Montreal. Mrs. Hutchinson died June 1, 1892.

Three children were born of these marriages, Mary Douglas, the oldest, a daughter; the second is William Scott Hutchinson, 24 years old, who has just graduated in science at McGill University, and is at present taking a post-graduate course in Chemistry at Harvard University. The third child is a son, Samuel Arthur, aged 13.

Mr. Hutchinson has taken an active part in the development of Westmount, the wealthiest and most important suburb of Montreal. For ten years, from 1885 to 1895, he was a member of the Town Council, and at various times Chairman of Committees.

During his term as Councillor he was instrumental in making the famous 50 year contract between Westmount and the Montreal Water & Power Company for the town's supply of water.

He was one of the principal promoters of the real estate boom in Westmount, which made the town the centre of great speculation, and brought fortune to many.

He was Mayor of Westmount for three years, and during that term established splendid drainage and lighting systems.

In 1868, Mr. Hutchinson passed a successful



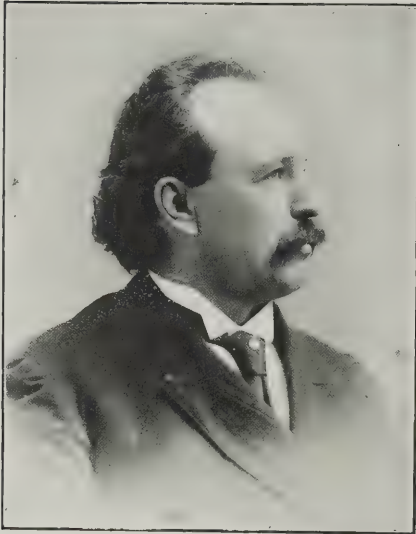
term in the Military College, Toronto, obtaining a second-class certificate.

For the past three years Mr. Hutchinson has been a member of the Board of Westmount School Commissioners, and as such assisted considerably in the erection and equipment of the splendid educational institutions of that wealthy municipality.

Mr. Hutchinson's political career has been short. He has seen but one election, which he carried by acclamation. It was in December, 1900, when he was returned for St. Antoine division, Montreal, to the Quebec Legislature.

In the practice of his profession, Mr. Hutchinson has been connected with many famous civil and criminal cases. During the early years of his practice, he was associated with Mr. Donald Macmaster, K.C., in the firm of Macmaster, Hutchinson & MacLennan. His firm is now Hutchinson & Oughtred, 30 St. John St., Montreal. He was engaged for the defence in the famous case of the Canada Shipping Company against Charles W. Mitchell, proprietor of the *Ottawa Free Press* and the *Globe* Company of Toronto. He represented the Dominion Government in the prosecution of the Directors of the defunct Banque Ville Marie in 1898.

In religion Mr. Hutchinson is a Presbyterian. He is a Mason, and was for one year Master of Prince Consort Lodge. He has also been Grand Master of the Independent Order of Oddfellows. In social circles Mr. Hutchinson is well known and is a general favorite.



J. A. DESCARRIES, K.C., MONTREAL

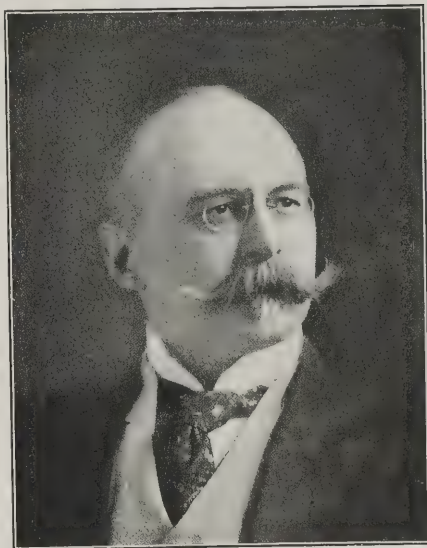
Joseph Adelard Descarries, K.C., is Mayor of the thriving town of Lachine, and has had the honor to represent the county of Jacques Cartier in the Legislative Assembly of Quebec. He was born in the village of St. Timothee, in the county of Beauharnois, on the 7th November, 1853, his parents being Pierre Descarries and Elizabeth Geugon. The subject of this sketch comes of one of the oldest families in the Province of Quebec. One of his forefathers was among the first band of French settlers who followed *Sieur de Maisonneuve* to this country. After taking to himself a wife in New France, in 1654, M. Descarries' first child had for a godfather the noble *Maisonneuve* himself, founder of what is to-day the metropolis of Canada, and for godmother the illustrious *Mademoiselle Mance*, founder of the *Hôtel Dieu*, in Montreal. The subject of this sketch went as a lad to the school of his native parish, and followed this up later by a classical course through Montreal College. After a successful course through this well-known institution he set himself to the study of law, and went into the office of Chief Justice the Hon. Sir Alexander Lacoste.

Mr. Descarries was fortunate enough to be favored with a course through both McGill and Laval Universities. He was admitted to the practice of his profession in July of

1879. He entered into a partnership with Mr. L. A. G. Cresse, the firm becoming in a few years one of the most important in the city of Montreal. He holds a respected position at the bar of his Province to-day, and is employed as solicitor for the Montreal Seminary, the Grand Trunk Railway Company, and for a number of other large corporations. He has had a brilliant career in municipal politics, being elected continuously Mayor of Lachine since 1897, on several occasions the post going to him by acclamation. He was chosen member for the county of Jacques Cartier in the House of Assembly at Quebec on the 8th March, 1892, his opponent being Hon. Arthur Boyer, a member of the Mercier Cabinet. Shortly before the general election of 1896 for the Ottawa Parliament, Mr. Descarries resigned his seat at Quebec to present himself for election to the House of Commons. In this contest he was worsted. Mr. Descarries is President of the Equitable Mutual Fire Insurance Company, President of the St. Jean Baptiste Society of Lachine, and takes an important part in all the benevolent and national societies of the communities in which he resides. He is one of the largest owners of real estate in Lachine, possessing more than one-tenth part of all the real property in that community. He is a Conservative in politics, and belongs to several of the Conservative clubs in both Montreal and Lachine. He married in 1881 at Chateauguay, Marie Celine Ellmore Le Pailleur, eldest daughter of Alfred Narcisse Le Pailleur, notary, of that place. The nuptial blessing was pronounced by Mgr. Edouard Charles Fabre, the then Archbishop of Montreal. The children born of this union are as follows: Joseph, born June 23, 1883; Theophile, born November 6, 1884; Aime, born July 13, 1890; Adelard, born December 18, 1891; Marie Rose, born March 31, 1895, and Auguste, born November 26, 1895. The two eldest children are following a classical course in Montreal. Aime is taking a similar course of study in the College of St. Laurent. Adelard is at "The Children's Farm" in Montreal. The two little ones are attending the Convent of Villa Anna, Lachine. As will be seen from the foregoing, Mr. Descarries is a gentleman of means, and of widespread experience in his profession. He is very generally known throughout the whole of the eastern part of the Province, and is talented as a speaker. His ability and standing at the bar was testified to in 1892 by his appointment as Queen's Counsellor. He has been able to accomplish since his entry into the City Council many improvements which are appreciated by the electors of that place.

HON. THOMAS CHASE CASGRAIN, K.C.,
MONTREAL

Honorable Thomas Chase Casgrain, K.C., member of Parliament for the County of Montmorency, Quebec, is a man of distinction in the law and politics of his Province, who would probably be controlling one of the most important Departments of State at Ottawa, possibly the Attorney-Generalship, if his party had not suffered defeat at the polls in 1896. He was one of the handful of Conservatives who managed to retain the confidence of an electoral district when the Laurier Government swept the Province of Quebec in the general election of 1900. He is now only in the prime of life and has had more practical experience in public life than most politicians of his years. Undoubtedly he has even a brighter prospect ahead. He was born in Detroit, Michigan, on the 28th of July, 1852. His father is Honorable Chas. E. Casgrain, of the Canadian Senate. He is the grandson of the late Honorable Chas. E. Casgrain, in his day a member of the Canadian Legislature and Deputy Commissioner of Public Works. He is a nephew of the distinguished historian and brilliant polemic, Rev. Abbe Casgrain, and of Dr. P. B. Casgrain ex-M.P., and a cousin of Senator J. P. B. Casgrain of Montreal. The family of which he is a member has won prominence in politics, law, literature, medicine and history. After passing his primary studies in Quebec Seminary he stepped into the halls of Laval University. A brilliant career in the latter institution closed in 1877 by his graduating an LL.D., "avec grande distinction," and carrying off the silver medal offered by Lord Dufferin, Governor-General. In the same year he was called to the bar of Quebec, making his debut in the Ancient Capital. He entered into partnership with the late Lieutenant-Colonel Amyot, ex-M.P., and soon rose to an enviable position at the bar. He had the honor of being chosen by the Government of Sir John A. Macdonald as Junior Crown Prosecutor in the case against Louis Riel for high treason. At that time he belonged to the legal firm of Langlois, Angers, Larue & Casgrain. In 1883, he declined appointment as a stipendiary magistrate in the Northwest Territories. The same year he accepted the degree of LL.D., from Laval and assumed the chair of criminal law in that institution. In 1897 he removed from Quebec to Montreal, joining what is now the well-known firm of McGibbon, Casgrain, Ryan & Mitchell. He is also at the head of the Quebec firm of Casgrain, Lavery, Rivard & Chauveau. He entered the political arena in 1886, defeating for the Quebec Legis-



lature Honorable Pierre Garneau, a Conservative who had left his party on the Riel question, and considered one of the strongest men in that part of the Province.

In 1900, Mr. Casgrain retired from politics to devote all his time to the practice of his profession, but one year later, when the Mercier Cabinet had been dismissed by the Lieutenant-Governor of the Province, on account of the Baie des Chaleurs affair, Mr. Thomas Chase Casgrain was offered and accepted the Portfolio of Attorney-General. In 1892 he once more gained election, his opponent on this occasion being Honorable Charles Langlier, Liberal. As Attorney-General he took action in the law courts for the punishment of those concerned in the Baie des Chaleurs transaction. In 1893 he appointed a Commission, of which he became himself the chairman, to revise and consolidate the laws of procedure. The work of the Commission brought to a close in September, 1897, when the new Code of Procedure was promulgated; it has given great satisfaction. He retained his Portfolio in the Provincial Cabinet till 1896, when he turned to Federal politics, winning in Montmorency at the general elections in 1896 and 1900.

Mr. Casgrain has a perfect knowledge of both French and English. He married in 1878, Marie Louise, daughter of the late Alexander Lemoine and sister of Madame A. R. Angers.



ACHILLE BERGEVIN, M. L. A., MONTREAL

Noticeable as is the influx of young men in to public life at the present time, and marked as is their success in the learned professions and in the various fields of finance and commerce in Canada, still nowhere throughout the Dominion is the tendency so marked, not even excepting the Provinces of Manitoba and British Columbia and the Northwest Territories, and the success attained in early manhood so pronounced as in the Province of Quebec, which rivals what has been supposed to be distinctively the young man's country, the great and growing West. A type of that class of ambitious Canadians of French origin which is keeping pace with the political and commercial progress of Canada, and at a time of life when the successful and prominent citizen of the older countries of Europe has just begun to enter upon his career, is Achille Bergevin, of the city of Montreal, in the Province of Quebec. Born on the 3rd of March, 1870, he was educated at the French and English schools of Valleyfield, and at Varennes Business Col-

lege. His business training was extended through the first business engaged in by him as clerk in the Ville Marie and Jacques Cartier Banks, which he served for several years. Taking an early and eager interest in political affairs, he became in 1896 the manager of *Le Soir*, a paper strongly Liberal in its political views, and again was the Editor and Proprietor of *Les Nouvelles*, a Sunday newspaper. An ardent Liberal and deeply interested in questions of public importance and political trend, he was an active and prominent member of the Montreal Reform Club, of which he was Secretary, of Le Club National, the East End Liberal Club, and several other political associations. A member also of Club St. Denis, Le Club Canadien and other social and political clubs, he has been and is a considerable factor in the social as well as the political life of the city of Montreal, being Honorary Vice-President of Beauharnois Fish and Game Club, and Valleyfield Fish and Game Club, also Director of the League of Education. The value of the ability and the enthusiasm of Mr. Bergevin to the cause of Liberalism was recognized by his chiefs and on the 7th of December he was elected a member of the Legislature of the Province of Quebec, and in the Assembly thereof has shown by the position taken by him in debate, that the confidence of his leaders and constituents had not been misplaced.

In his business life, Mr. Bergevin is an investment broker of Government, Municipal and railway bonds, and beyond his political interest is concerned in all progressive movements tending to the advancement of the city of Montreal, social and municipal.

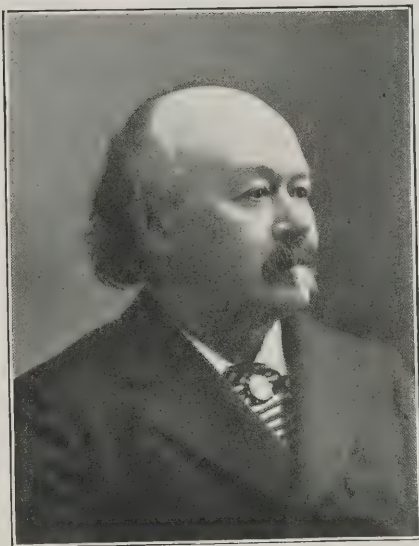
A Roman Catholic in religion, he was married in the city of Montreal on the 17th day of September, 1895, to Marie Emilie Flora Frappier-Faucher, daughter of Mr. Joseph Frappier, and adopted daughter of Mr. Olivier Faucher, of the city of Montreal, and has three children, Albert, aged five years, and twin daughters, Olga and Diane, aged three.



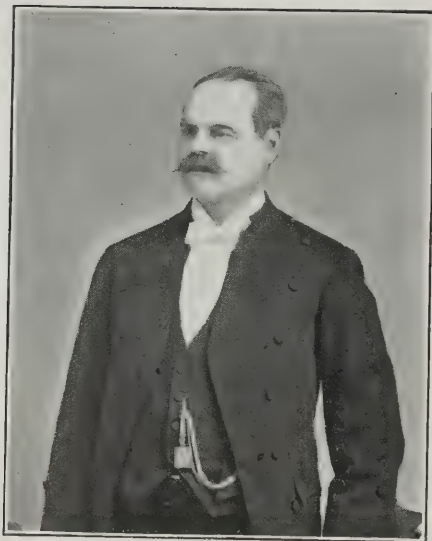
C. A. DANSEREAU, MONTREAL

One of the noted figures in the public life of the city of Montreal, and a man well known throughout Canada, is Mr. Clement Arthur Dansereau, editor-in-chief of the journal of the French-Canadian people, *La Presse*. Mr. Dansereau is of that people born and bred, having first seen the light in the village of Contre Cœur in the Province of Quebec, on July 5th, 1844. His father was the late Clement Dansereau and his mother Mlle. Louise Fiset. He received his early education at Vercheres and L'Assomption College, and decided to embrace the study of law, as offering a career suitable to his ambitions. He pursued these studies with the present Mr. Justice Girouard of the Supreme Court Bench, and at the same time followed the law course at McGill University where he graduated in 1865 at the age of only twenty-one with the degree of B.C.L. In that same year he was called to the bar. While a student he had commenced to write in the French tongue, contributing both in prose and in verse to the leading publications. He had already gained some note as a lecturer of literary topics before the Institute Canadien and other bodies. The result was that he decided to devote his energies entirely to journalism and became attached in 1863 to the staff of *La Minerve*, the leading organ of the French-Canadian wing of the Conservative party, at that time led by the late Sir Adolphe Chapleau, the brilliant lieutenant of the late Sir John A. Macdonald. For thirteen years he was one of the editors of *La Minerve* and ultimately succeeded to the proprietorship of the paper. As a journalist he was able to render great assistance to the cause of Sir Adolphe Chapleau. Finally he gave up *La Minerve* and assumed the editorship of the Chapleau organ, *La Presse*. In January, 1880, while connected with that journal he was appointed a member of the Board of Arts and Manufactures, a very important body in the Province of Quebec, and on August 3rd of the same year he became joint clerk of the Crown for the district of Montreal, an office which he held for some time.

In 1884 the Mosseau Government, which was then in power in the Province, decided to spend a considerable sum in increasing and improving the Legislative Library, and Mr. Dansereau was selected as the man possessing the requisite knowledge and culture to go to Europe and purchase the necessary volumes. The partial result of his labors is shown in the fine and very complete library which the Capital of Quebec now possesses. In 1891, in recognition of his valuable services to the



Conservative party, he was appointed to the important office of Postmaster for the city of Montreal. This position he continued to hold for something like eight years, but in 1899 he decided to resign in order to return to the profession of his early choice, journalism. He again entered the office of his old newspaper, *La Presse*, as its chief director, and the great success of the journal under his direction showed that his gifts had not been allowed to grow rusty during his term in the Civil Service. When it is remembered that *La Presse*, although published in the French language, is the most widely circulated newspaper in Canada, and is not only read in the French sections of Quebec and other Canadian Provinces, but in all the factory towns of New England, where the French-Canadian people have established themselves, it will be seen what a field Mr. Dansereau has to please. The weight of a trenchant pen, a keen judge of public events, a great social favorite, with a large fund of geniality, Mr. Dansereau fittingly represents his people in journalism. He is the author of one unfinished work, "*Annales Historiques College de l'Assomption*," which he commenced in 1864. He is a member of the Roman Catholic Church, and has twice married; on the first occasion to Marie Cordelie, daughter of the late J. Hurteau. She died in August, 1879, and in 1880 he wedded the daughter of Mr. Stephen McKay, of St. Eustache. She died in 1897.



HON. TREFFLE BERTHIAUME, M. L. C.,
MONTREAL

Honorable Treffle Berthiaume is proprietor of *La Presse*, the great French-Canadian daily in Montreal, which commands the largest circulation of any newspaper in the Dominion. His success in business is altogether the result of his ability and energy. He is proud to call himself a self-made man. By his intelligence and push he won his way from the printer's desk upward to control through his paper to a very large extent the opinion of thousands of the people of the Province of Quebec on public questions. He has won not only money but honor in his business, and is justly respected in the community where the greater part of his life has been spent. Mr. Berthiaume is a native of the village of St. Hugues, in the county of Bagot, and was born on the 4th of August, 1848. His parents were Gedeon Berthiaume and Elenore Normandin, both French-Canadians. His early education was had in the parish where he was born. Afterwards he went to the College of St. Hyacinthe, then taking up the printing trade. He was employed on *La Gazette de Joliette*, *La Courrier de St. Hyacinthe* and finally on *La Minerve*, in Montreal, which retired from the journalistic field

a few years since. After a time at the case in that composing room he was made foreman, and finally, having gathered together sufficient means, set out in a venture of his own. He organized the Gebbard, Berthiaume Lithographing and Printing Company, and at the same time established, in company with Mr. Sabourin, a weekly publication known as *La Monde Illustré*. Later on he became proprietor of the newspaper *La Presse*, in the management of which property his ability as a business man and an organizer has been fully shown. By studying the public taste and catering thereto Mr. Berthiaume soon found that his circulation was going ahead. It advanced by leaps and bounds till it far outran in popularity any competitor. When he took hold the paper had not a circulation of more than eight or ten thousand. Under Mr. Berthiaume's control it sells to the extent of more than seventy thousand copies daily, and is read by French-Canadians not only in Montreal and the Province of Quebec, but all over Canada from ocean to ocean. It is established on the firmest financial foundation, and of late years has netted an enormous profit. Its staff and equipment is most complete. Its columns are filled with matters of interest to all classes of the community. It has opinions of its own, and most decided ones, too, on public questions, and wields a powerful force at election times by reason of the immense number of homes in which its articles are perused. *La Presse* is an independent Conservative paper, but of late has tendered an independent support to Sir Wilfrid Laurier. Its chief editor is Mr. Arthur Dansereau, formerly Postmaster of the city of Montreal, and one of the keenest politicians of the metropolis. Mr. Dansereau was employed upon *La Minerve* many years ago, when the proprietor of *La Presse* served in that same office. *La Presse* and its proprietor played an important part in the overthrow of the Mercier Administration. In 1896 Mr. Berthiaume was honored by being called to the Legislative Council of the Province of Quebec by the then Conservative Premier, Hon. Mr. Flynn. The subject of this sketch has brought to the discharge of his legislative duties a knowledge of public questions for many years back, and a business ability and experience such as few members of the Legislature can match. He sits as an Independent Conservative. Mr. Berthiaume belongs to the Roman Catholic church. On the 21st August, 1871, he married Helmina Gadbois.

HIS WORSHIP MAYOR COCHRANE, MONTREAL

James Cochrane, Mayor of Montreal and member of the Legislature of Quebec for St. Lawrence Division, Montreal, was born in Kincardine, Scotland, in 1852, and has risen from a humble origin to the highest office in Canada's metropolis. He received a commercial education at the British-Canadian School and the Collegiate College, Montreal, showing a marked disposition for business affairs. Early in life he entered the employ of the Montreal Telegraph Company of which in a few years he became night manager.

In 1892 Mr. Cochrane married, at Montreal, Miss Catherine, daughter of Patrick Mansfield. He has no children.

In 1880 he left the telegraph office to become a contractor.

He tendered successfully for general municipal contracts and has the credit of having paved most of the streets of Montreal.

Subsequently he formed a joint stock company, the Sicily Asphalt Paving Company, of which he was President. The Company's operations extended. It paved and asphalted not only Montreal streets but those of many other Canadian cities. In this work Mr. Cochrane amassed a considerable fortune. In 1900 he retired.

He is First Vice-President of the Union of Canadian Municipalities for the Province of Quebec and has been Vice-President of the Dominion Liberal Association, and is at the present time Vice-President of the Montreal Reform Club.

Mr. Cochrane takes an active interest in sports and social events. He is a member of the Quebec Fish and Game Club, of the Numismatic and Antiquarian Society of Montreal, Honorary President of the Point St. Charles Amateur Athletic Associations and of several other prominent local associations.

He has shared in many financial enterprises and occupies official positions in several important undertakings, is connected, in fact, with most of the industrial companies in Montreal and is a heavy shareholder in Electric Railway Companies. He is a Director of the

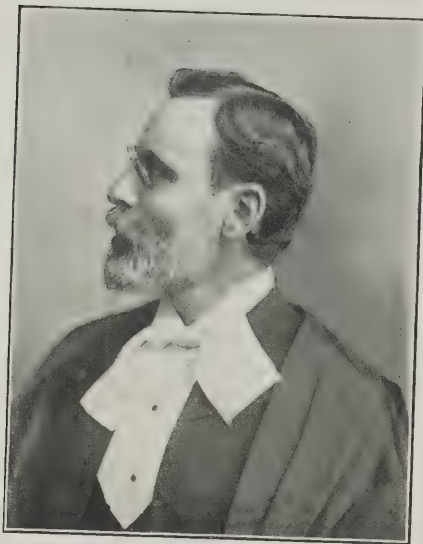


Northern Insurance Company, of the Hochelaga Agricultural Association and of the Hudson's Bay and Pacific Railway and Steamship Company.

During his political career Mr. Cochrane has fought and won many hard fights over powerful opponents. He was defeated, however, by Sir Donald A. Smith, now Lord Strathcona and Mount Royal, in the federal election of 1890. In 1901 he successfully contested St. Lawrence Division, Montreal, for Quebec Legislature, defeating Honorable A. W. Atwater, former Attorney-General, by 800 majority.

Mr. Cochrane was elected Mayor of Montreal February 1, 1902, by an overwhelming majority over Mr. Wilson-Smith.

Mr. Cochrane is a Life Governor of the Montreal General Hospital, Director of the Royal Victoria Hospital, Life Governor of the Notre Dame Hospital, Director of the Western General Hospital, Director of the Protestant Asylum for the Insane, Member of the Montreal Turnpike Trust, and a Member, ex-officio as Mayor, of the Board of Harbor Commissioners.



**HON. FREDERIC LIGORI BÉIQUE, K.C.,
MONTREAL**

Distinguished in his profession and in patriotic efforts for the welfare of his country and his nationality, Frederic Ligori Béïque has been a prominent figure in the life of the Province of Quebec for the last 20 years. The son of the late Louis Béïque, of St. Matthias, in the Province of Quebec, he was born in the parish in May, 1845. Educated at the local schools and at the College, Marieville, he entered upon the study of the law and was called to the bar of Lower Canada in 1868 and began the practice of his profession in the city of Montreal, which he has continued with conspicuous success until the present time. In 1885 he was made a Queen's Counsel by the Lieutenant-Governor of the Province of Quebec and by the Earl of Derby, Governor-General of Canada, in 1889. In 1900, Laval University conferred on him the degree of Doctor in Law. The standing and reputation of Mr. Béïque was appreciated by his professional brethren to an extent that he was elected Batonnier of the Montreal District Bar in the years 1891 to 1893.

Interested in municipal affairs and possessing the confidence of the ratepayers, he was

elected Mayor of Dorion in 1895 and again in 1896. But not alone to the Province of Quebec was the reputation of the subject of this sketch as a sound lawyer and a man of worth confined and he was elected a member of the Executive Committee of the Canadian Bar Association. In probably one of the most difficult matters in international law and relations between the United States of America and the Dominion of Canada, commonly known as the Behring Sea Question, he was appointed one of the counsel for the Dominion of Canada before the Behring Sea Claims Commission in the year 1896. In 1890 Mr. Béïque was one of the Royal Commissioners in the celebrated Whelan case and in 1891 represented the Ministers of the Crown in the Government of the Province of Quebec, the late Honorable H. Mercier and his colleagues, before the Royal Commission appointed to investigate what is called the Baie des Chaleurs case. Deeply interested in matters touching the history and traditions of the French-Canadian race, he was an active member of the Committee of Management in connection with the election of the Cherier Monument in 1895 and he has occupied the position of general President of the St. John Baptiste Society for the last four years. Always a strong Liberal in his political feelings, he has consistently and vigorously espoused the cause of Liberalism in Canada.

A Roman Catholic in religion, he was married in the year 1875 to Caroline Angelinas, only child of the late Honorable L. A. Dessaulles, member of the Legislative Council of the Province of Quebec. Residing in the city of Montreal and conducting his large law practice there, Mr. Béïque is a citizen who beyond his attention to his professional and political duties is interested in matters of public concern, and his advice and co-operation are given generously in benevolent and social schemes for the advancement of the city and the amelioration of the poor and deserving of not only those of French-Canadian lineage but of his fellow-citizens at large.

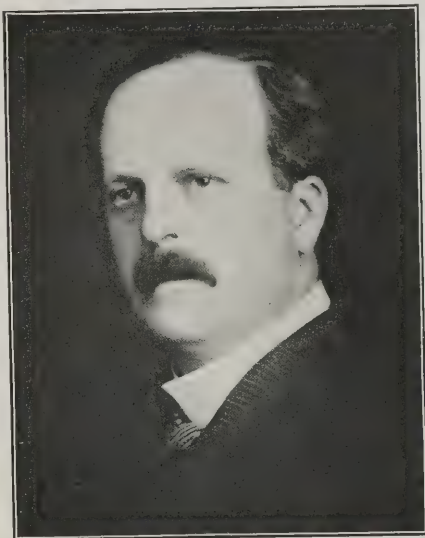
Mr. Béïque's reputation at the bar of his native Province and throughout the Dominion has been endorsed not only by his selection for the conduct of constitutional cases of importance, but by his professional brethren. Mr. Béïque was called to the Senate in 1901.

GEORGE McLAREN BROWN, MONTREAL

The problem of transportation on a continent so widespread as North America, with its varied climate conditions and variety of products, where one part is largely dependent upon the prosperity of the other, is evidently of paramount importance in the welfare of the people of that continent. The men upon whom the solution of that problem depends in the successful management of the carrying trade of North America are of necessity not only men of importance in the country where the operations they control are conducted, but also men possessing qualities of executive and administrative ability unsurpassed by even those who make up the administration of the affairs of state and the government of a country.

The Canadian West in its development and the progress of railway construction has offered opportunities to men who, though young in years, have displayed in the more conservative eastern parts of the North American continent marked ability in the management of the various departments of what has come to be called "railroading," to obtain positions in which their energy and ability would have a chance of exploitation with considerable benefit to themselves, the corporation whom they served and the country at large. Among the comparatively young railroad men of Western Canada who has obtained success in his chosen calling is George McLaren Brown, of the city of Vancouver, in the Province of British Columbia, executive agent of the Western lines of the Canadian Pacific Railway Co.

The son of Adam Brown, senior member of the firm of Messrs. Brown, Routh & Co., wholesale grocers in the city of Hamilton, in the Province of Ontario, a native of Scotland, and his wife, Mary Kough, who was of Irish descent, he was born in the city of Hamilton on the 29th day of January, 1865. Educated at a private school at Shrewsbury, England, at Hamilton Grammar School and at Upper Canada College, where he took the literary and classical course until the year 1881. In that year he accepted a situation as clerk in the freight department of the Northern and Northwestern Railway in the city of Hamilton, where he remained until the year 1883, having



worked up to the position of chief rating clerk. From 1883 to 1887 he was employed in the Grand Trunk Railway System at Hamilton, where he worked in the telegraph operating department under Superintendent Charles Stuff. Resigning his position in the year 1887, he became agent of the Canadian Pacific Railway Company at the city of Vancouver, in the Province of British Columbia, which position he held until the year 1892. From the year 1892 to 1897 he was assistant general passenger agent of the Canadian Pacific Railway Company for its Western Division and in the year 1897 was appointed to his present responsible position of executive agent of the Western lines of that Company with headquarters in the city of Vancouver.

Mr. Brown is a Presbyterian in religious belief and in the year 1890 married Eleanor Graham, daughter of John Crerar, K.C., of the city of Hamilton, in the Province of Ontario. Beyond his business connections with the great corporation of which he is an important officer, Mr. Brown is a man of consequence in the social life of the West and is a member of the Vancouver Club of Vancouver, the Minor Club of Victoria, and the Westminster Club of New Westminster. In the fall of 1902 he was transferred to Montreal to assume the position of Superintendent of Hotels, Dining and Sleeping Cars for the Canadian Pacific Railway System.



**HON. FRANCOIS XAVIER CHOQUET, K. C.,
MONTREAL**

Honorable Francois Xavier Choquet, Police Magistrate and Judge of Sessions of the Peace for Montreal district, was born at Varennes in the County of Vercheres in 1852. He is the son of the late Jean Baptiste Choquet, farmer, of Varennes and of the late Adeline Pravost. The Choquet family came originally from France. It was in Canada in 1660, and made its home at Ville Marie. Judge Choquet's maternal ancestry came to this country in 1750. They belonged to the south of France, while the paternal stock was from Brittany originally. Judge Choquet received a classical education with signal success at L'Assomption and partly at the Sulpician College in Montreal. In 1871 he was admitted to the study of law and followed a course in that profession through the Faculty of McGill University. At the same time he availed himself of an opportunity for study with Messrs. Jette and Béique. After the elevation of Mr. Jette to the bench, in 1878 the legal firm of Jette, Béique & Choquet was dissolved, and some time later Mr. Choquet associated himself in law with Messrs. Mercier, Beausoleil and Martineau. He was created a Queen's Counsellor, on the 7th of March 1893, of the Province of Quebec. In the practice of his profession he has acted as

solicitor for several railway companies and for a number of rural municipalities. He has also frequently acted on behalf of the Liberal party in election contests. He has always been a fervent friend of the Liberal cause and was known as one of the founders of the National party in 1885. He has connected himself with several charitable societies, and since 1875 has belonged to the National St. Jean Baptiste Society. Since the establishment of the Canadien Chambre de Commerce in Montreal in 1885, he has belonged to that important body. In 1896, he was honored by election as a member of the Bar Council in Montreal district, and also of the General Bar Council of the Province of Quebec. On the 27th of December, 1898, Mr. Choquet was named Police Magistrate and Judge of Sessions of the Peace at Montreal, in succession to the Honorable C. A. Dugas, who had been appointed by the Federal Government to a judgeship in the Yukon district. The tribunal over which Judge Choquet has the distinction of presiding, exercises very wide jurisdiction. He has authority to administer punishment for all criminal offences, with the exception of the crimes of rape, of incendiarism and of high treason. At the same time Judge Choquet was appointed License Commissioner for the city of Montreal. Both these positions were conferred upon him by the Government of the Province of Quebec. On the 20th of July, 1901, Judge Choquet was made Extradition Commissioner by the Federal Government. Since his call to the bench he has presided at a number of cases of considerable interest. It was before him that a preliminary trial was conducted in connection with the historic case of the Queen vs. the Directors, officers, et al. of the Banque Ville Marie (William Weir, Lemieux, Herbert), an inquiry which was followed with interest by business men from end to end. He also presided at the inquiry in connection with the alleged cold storage swindle in Montreal, another examination of interest to the banking and business world. In 1895 he was requested to stand for the House of Commons vacancy caused by the death of Honorable Felix Geoffrion, member for Vercheres. Mr. Choquet, however, once more could not see his way clear to accept. From 1896 till 1901 he was President of the South Shore Railway Co., and is still on the directorate of that road. He is the Founder and President of the Co-operation Free Funeral Society of Montreal, since 1896.

In 1884 he married Miss Marie Caroline Barry, daughter of Mr. John Barry, dealer, of Trois Pistoles. There have been no children from this union.

HON. J. S. C. WÜRTELE, MONTREAL

The son of a family of note in the Province of Quebec, the Hon. Jonathan Saxton Campbell Würtele, whose ancestor came to Canada from Strumpfbach, in the Kingdom of Wurttemberg, is the son of the late Jonathan Würtele, seigneur of River David, in the Province of Quebec, and his wife, daughter of Archibald Campbell, Esq. Born in the city of Quebec on the 27th of January, 1828, he was educated by private tuition and at the high school of his native city. Determining upon law as his life profession, he entered upon the study thereof and was called to the bar of Lower Canada in the year 1850. After his call to the bar he still pursued the academic study of his profession, and took the degree of B.C.L. and D.-C.L. at McGill University, and for thirty years was a member of the Law Faculty at that seat of learning. In October, 1897, he was appointed an Emeritus Professor in the Faculty of Law at McGill University. In the year 1873 he was created Queen's Counsel by the Earl of Dufferin. Many are the marks of honor and distinction which the Government, his profession, his fellow-citizens and foreign Powers have given the subject of this sketch during his career as a jurist and public man. In the general elections of the year 1875 he was returned for the county of Yamaska to the Quebec Provincial Assembly, which constituency he continued to represent until his elevation to the bench of the Superior Court of the Province of Quebec, on the 28th of June, 1886. During his career the subject of this sketch negotiated a loan for the government of the Province of Quebec in France, and successfully organized the Credit Foncier Franco-Canadian in 1880. In the year 1882 he received the Palm of Public Instruction, and in 1883 was named an Officer of the Legion of Honor of France. He was Provincial Treasurer in the Quebec Government from 1882 until 1884, Speaker of the Legislative Assembly of Quebec from 1884 to 1886, and Codifier of the Statutes of Quebec from 1885 to 1886. October, 1892, he was elevated to his present position as a Puisne Judge of the Court of Queen's Bench. His Lordship was elected a Vice-President of the National Historical Society,



Montreal, in 1895, and was the first President of the United Empire Loyalist Association of Quebec in the same year; he has also been President of St. James' Club. Among the trials of note at which Mr. Justice Würtele presided may be mentioned that of the late Honorable Honoré Mercier in 1892 for conspiracy to defraud the Government; that of Mr. Grenier in 1897 for criminal libel of a Minister of the Crown, the Honorable J. I. Tarte, and that of the president and officers of the Ville Marie bank in 1899 and 1900. His family belong to the Church of England. He was married first in 1854 to Julia, daughter of the late Dr. Wolfred Nelson, and after her decease in the year 1875, to Sarah, daughter of Thomas Braniff, Esq., Staten Island, in the State of New York.

Residing in the city of Montreal, Mr. Justice Würtele is an active force in the social, educational and legal life of the commercial capital of Canada. His energies and abilities are not entirely devoted to the courts over which he presides; he is not only a jurist, he is also a public-spirited citizen. He is the last Canadian seigneur, and rendered fealty and homage to Her Majesty Queen Victoria in 1854.



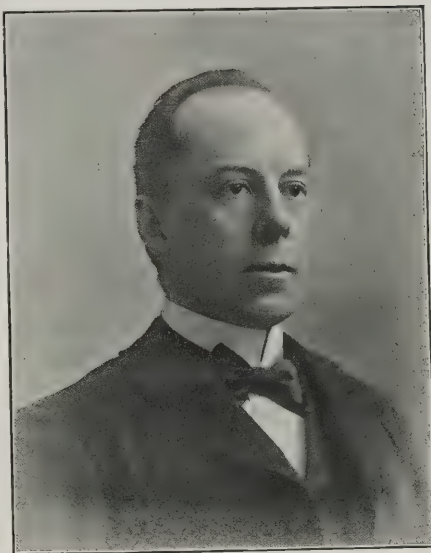
THOMAS MALONE, THREE RIVERS, QUE.

Among the leading men of the lumber world in Canada, and particularly in the Province of Quebec, is Thomas Malone, of the city of Three Rivers. Throughout the timber industry of Eastern Canada the subject of this sketch has been prominent for the last 25 years as a practical lumberman and has, through a wide knowledge of the different phases of its commercial conduct, been successful not only in private enterprises, but has been, through energetic business action and shrewd investment, a personage of note in the development of the timber trade of Canada. The son of Thomas Malone, a native of St John's, Newfoundland, whose forefathers had resided there from 1770, and of Margaret Foster, his wife, of Quebec, he was born in the city of Quebec on the 27th of August, 1856, and educated at the schools of his native city. After his school days he remained with his father and in his employ until 1874 when he leased the L'Anse de Mer docks at Quebec, and began the business of purchasing and shipping deals for the British market. The business rapidly developed under energetic management and for

several years the operations of the young lumber dealer utilized nearly all the river sailing vessels in the lumber trade of the port of Quebec, where he handled a large proportion of the output of lumber coming from the Ottawa Valley to Quebec. From the year 1876 to 1880 he operated in the States of Michigan and Wisconsin, in the United States of America, shipping lumber from Muskegon, Luddington, Manistee, etc., direct to Great Britain, in the year 1886 alone, shipping over 60,000,000 feet B.M. from the States of Michigan and Wisconsin to Great Britain. In 1884 Mr. Malone removed from the city of Quebec to the city of Three Rivers and since that date has devoted much of his energy to the operations of the lumber trade in that vicinity, owning therein over 140 square miles of timber limits, as well as the conduct of a lumber agency in touch with the lumber trade throughout America and Europe. A large proportion of the lumber trade of British Columbia in Eastern Canada is handled by Mr. Malone, who is possibly the largest shipper of Western fir to European markets. From the year 1880 he has bought and sold extensive timber limits in the Province of Quebec, particularly in the St. Lawrence and St. Maurice districts. In 1881 he was appointed by the Dominion Government Official Culler of Deals, etc., and was Supervisor until 1896. A progressive citizen actively interested in local and public matters of Three Rivers conducive to its welfare, and progressive in business affairs, being probably the largest lumber dealer of the district, much of the prosperity of that city as a shipping port is due to his efforts. The rifle range and militia camp grounds at Three Rivers, costing \$80,000, were built under contract by him for the Dominion Government. Mr. Malone is a member of the Board of Examiners of Lumber Cullers for the Province of Quebec and was appointed Chairman thereof in 1900. A Liberal in politics and a Roman Catholic in religion, he was married in the city of Quebec in 1886 to Mary C. Walsh, daughter of Mr. M. F. Walsh of the city of Ottawa, and has three children living.

VESEY BOSWELL, QUEBEC, P. Q.

Vesey Boswell, brewer and maltster, Quebec, Que., was born in that city April 5th, 1856, and is proprietor and operator of the brewing and malting firm known as Boswell & Bro. His father, the late J. K. Boswell, was a native of Dublin, Ireland, who came to Canada in 1837, being an experienced brewer, having learned the business in Edinburgh, Scotland, and in Ireland. His mother was Mary J. Patterson, a lady of Scottish descent born in Quebec. J. K. Boswell, the father of the subject of this sketch, purchased the present business, then a small brewing and malting plant, from John Racey in 1844. In 1853 he removed to the site of present brewery, enlarged the plant several times and in 1887 disposed of his interests to his two sons, James and Vesey Boswell, who continued the business under the firm name of Boswell & Bro. Since the death of James Boswell in 1893, Mr. Vesey Boswell has been sole proprietor of the business. The output has increased yearly and the 100 barrel plant in 1840 has grown until it now produces from six to seven hundred thousand imperial gallons a year. In addition to his brewing interests Mr. Vesey Boswell has extensive financial interests in other business and financial institutions. He is a Director and was one of the organizers of the Quebec Bridge Company which built the new steel bridge at a cost of \$4,000,000 over the St. Lawrence River, four miles west of the city of Quebec. Is also a Director of the Quebec Bank and of the Quebec Gas Company. The firm of Boswell & Bro. is located on an historic part of Quebec. In 1666, the Intendant of New France, Jean Talon, established the first brewery in the New World on the premises



now occupied by the Boswell Brewery. In 1672 Frontenac arrived in Quebec as the new Governor and converted the brewery into a prison. In 1684 it was enlarged and used as the palace of the Intendant and Court of Justice. New vaults were built for storing public archives and supplies under the supervision and order of M. de Meulles. These same vaults are now used for cooling and storage cellars by the Boswell Brewery, the walls being eight feet thick.

Married Miss Florence F. Brown, daughter of Alfred E. Brown, of Sydney, N.S., in 1897, and has two children, James V. and Florence M.

Mr. Boswell has never held any political office, but has been identified with the Conservative party of Canada. He is a member of the Quebec Board of Trade and is an adherent of the Church of England. He is a member of the Garrison Club, Quebec.





J. B. LALIBERTE, QUEBEC, P. Q.

A leading merchant of Canada and one who from humble beginnings has built up a very large business is Mr. Jean Baptiste Laliberte of Quebec, whose name as a manufacturer of fur garments and an importer and exporter of the more valuable types of skins is known to the trade throughout America and Europe as well. Mr. Laliberte was born on March 24th, 1843, at St. Roch, Quebec, the son of Jean B. Laliberte and Miss E. Labrecque, his wife, both of whom were natives of Canada. He attended the parochial school until he was ten years of age, and afterwards spent three years at the Quebec Normal school. At the age of thirteen he was apprenticed to Mr. V. Nichol, a furrier at St. Roch. He worked for two years without compensation and was later paid a small wage. In all he served eight years at the trade, and when twenty-one decided to start in business for himself, although he was offered a position in the United States. In the autumn of 1867, he borrowed one hundred dollars and purchased a few skins and a small stock of hats and opened a little store in St.

Roch, or, as it is perhaps better known, "the lower town" of the city of Quebec.

Industrious and reliable, he worked away at his trade, made fur garments in the back room of his shop, and by working at nights was able to fill a few orders that season. The next year he was able to engage an assistant and from this humble start has been increasing his business year by year until at the close of thirty-five years of constant expansion he is giving employment to 275 or 300 people in his factory and salerooms, and in addition furnishing work to nearly 200 others who ply the needle in their homes on the manufacture of cloth garments.

His new factory and warehouse, just completed, gave him double the floor space for his ever increasing manufactured output.

This output is sold in England, the United States, Germany and France, where Mr. Laliberte has established large business connections.

In connection with his interests he has made 26 trips to Europe to purchase skins and in turn he exports thither many varieties of Canadian furs. His business is certainly one of the largest in America.

Mr. Laliberte was married in 1871 to Miss E. Emond, of Quebec, who died in 1895. Two sons were the fruit of this marriage. The second is Major Edmond Laliberte, who is in command of the first Field Battery of Canadian Artillery at Quebec, and also connected with the wholesale department of the business. The eldest son, Mr. John B. Laliberte, is in charge of the manufacturing department of the business.

The subject of this sketch is a lifelong Liberal in politics, and although he has never held or sought political office he has been prominently identified with the party and was for several years organizer in the Liberal interest in St. Roch. In religion he is a member of the Roman Catholic Church. In addition to his mercantile business Mr. Laliberte has other important financial interests and is a director of the Banque Nationale and of the Quebec Bridge Company and chairman of Harbour Commission of Quebec.

**HON. CHAS. LANGELIER, K. C., LL. D., C. R.,
QUEBEC, P. Q.**

Hon. Charles Langelier, K.C., LL.D., C.R., of Quebec, was born August 23rd, 1852, at Sainte Rosalie, county of Bagot, Quebec. His father was Louis Sebastien Langelier, and his mother was Julie Ester Casault, both of Canadian birth. He attended the local school and Quebec College, living with his brother, Hon. F. Langelier, now Superior Court Judge at Montreal, who was then and is now a Professor in Laval University. He entered the Laval University in 1872, taking a law course and graduating in 1875 with LL.D. and winning the first Dufferin medal.

He then became a partner of his brother's, an association which continued until 1878, when the firm became Langelier, Langelier & Montambault, which continued until 1899, when the brother went on the bench and Mr. V. A. Vachon, became a partner. The firm is now Montambault, Langelier & Vachon. He has been a member of the Local Council of the Bar, and also a member of the General Council of the Bar for the Province. Mr. Langelier was made a Queen's Counsellor two years ago by the Quebec Government. He is the representative of the Minister of Justice in Quebec.

In 1878 he was the Liberal candidate in Montmorency county for the Quebec House, and was elected against the Hon. A. R. Angers by 14 majority. The latter was at the time Attorney-General and leader of the Conservative party in the Quebec Legislature. In December, 1881, he was defeated in the same district by Mr. Desjardiens for the Quebec Assembly, and again he was overthrown in Montmorency on June 28th, 1882, by Mr. P. V. Valin for the House of Commons at Ottawa. Mr. Langelier was Liberal candidate in October, 1886, for the electoral district of Bellechasse, and was defeated for the Local Legislature by Mr. Faucher de Saint Maurice.

On Feb. 14th, 1887, he was elected to the Federal Parliament over Mr. P. V. Valin in Montmorency county by one vote. His seat, however, was contested by being the first Liberal ever elected in that district. The case went to the Supreme Court, and Mr. Langelier was confirmed in the seat. He resigned from the House of Commons, and on June 7th, 1890, was elected to the Quebec Assembly by 150 majority over Mr. Desjardiens, who had

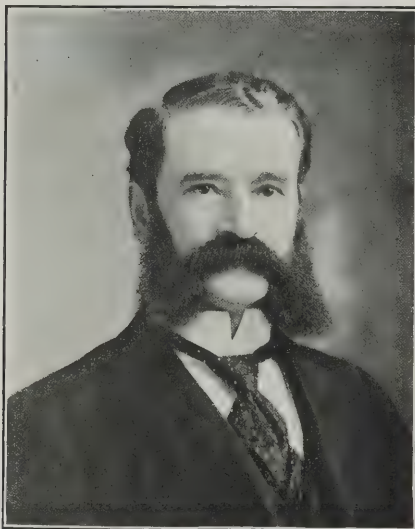


defeated him in 1881. On June 30th, 1890, he was tendered and accepted the Presidency of the Executive Council of the Province of Quebec under the Mercier Government.

He became Provincial Secretary August 22nd, 1890, and continued until December 16th, 1891, when the Mercier Government was dismissed by Lieutenant-Governor Angers, though the Liberals had a majority of 30 in the House. It was dismissed on account of the Baie des Chaleurs scandal, which was later unanimously sustained and endorsed. In March, 1892, he was defeated by Mr. Thomas Chase Casgrain in Montmorency by 42 votes for the House of Assembly. He was again defeated on December 22nd, 1897, in Bonaventure county by William Clapperton, for the Local House. In November, 1898, he was Liberal candidate for the Quebec Legislature in Levis county, and was elected by 98 majority, having two candidates against him.

He was elected by acclamation for the same constituency in November of 1900. He is President of l'Institut Canadien, Literary Society, and is also a Director of *Le Soleil*, the Liberal organ in the Ancient Capital. On the 26th of June, 1900, was appointed Sheriff of Quebec. He is a governor of the Quebec Garrison Club.

In 1882 he was married to Marie Louise Georgiana LaRue, daughter of George LaRue, Notary Public and Collector of Inland Revenue. Mr. Langelier has one daughter by this union. He is a Roman Catholic.



**SIR ALPHONSE P. PELLETIER, K. C. M. G.,
QUEBEC, P. Q.**

One of the most distinguished public men of the Dominion is the Hon. Sir Charles Alphonse Pantaleon Pelletier, K.C.M.G., and from 1896 to 1901 the Speaker of the Senate of Canada. Sir Alphonse was born at Rivière Ouelle, in the Province of Quebec on January 22nd, 1837. He was educated at Ste. Anne de la Pocatière College, and later entered upon the study of law at Laval University. He was admitted to the bar of his native Province on January 2nd, 1860, with the degree of B.C.L., and practised in the district and city of Quebec, where he quickly made his mark in his chosen profession. He has held the office of Syndic and Batonnier of the Quebec bar, and in 1879 was created a Queen's Counsel. For many years he has been the Solicitor and Attorney of the City of Quebec. In June, 1902, he received the degree of LL.D. from Laval University.

Political life attracted him early in his career, and in 1868 he was elected member of the House of Commons from the riding of Kamouraska, a seat which he held until 1877. In 1873, before dual representation had been abolished, he was elected representative of the Quebec East Division in the Legislature of his Province.

In January, 1877, the late Hon. Alexander Mackenzie, then Premier of Canada, called him into his Cabinet as Minister of Agriculture. In that capacity he presided over the Canadian

Commission at the Paris Universal Exhibition in 1878. The present King Edward VII, then H.R.H. the Prince of Wales, in an autograph letter thanked him for the distinguished services rendered by him in that position, and her late Majesty Queen Victoria made him a Companion of the Most Distinguished Order of St. Michael and St. George. Subsequently, in 1898, he was elevated to the dignity of Knight Commander of that Order.

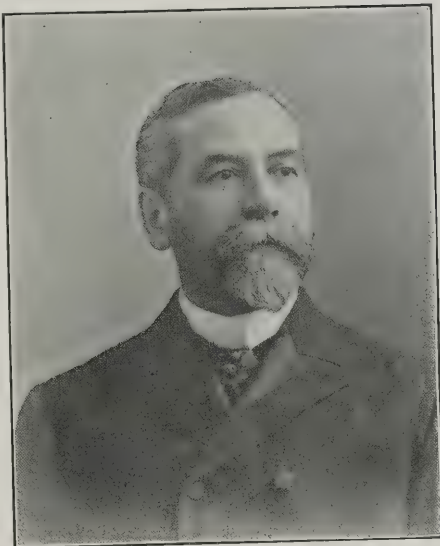
Previously, on his acceptance of the Portfolio of Agriculture, he was appointed Senator, and succeeded the late Hon. Luc Letellier de St. Just, as leader of the French section in the Upper Chamber. On the defeat of the Mackenzie Government at the polls in 1878 he remained at the head of the Opposition in the Senate, and when the day of the Liberals came again, in 1896, it was generally recognized that he had largely contributed to bringing his party back to power. At the session of July, 1896, he took his seat as Speaker of the Senate.

Sir Alphonse has ever been a live and zealous patriot, and for some time filled the position of President of the French Society of St. Jean Baptiste of Quebec. In his younger days he took a course at the Military School at Quebec, and enlisted as a volunteer at the time of the "Trent" affair. He was first lieutenant and subsequently became captain adjutant and major of the 9th Battalion Voltigeurs of his regiment. During the Fenian raids of 1866 his regiment was ordered out and he was in command.

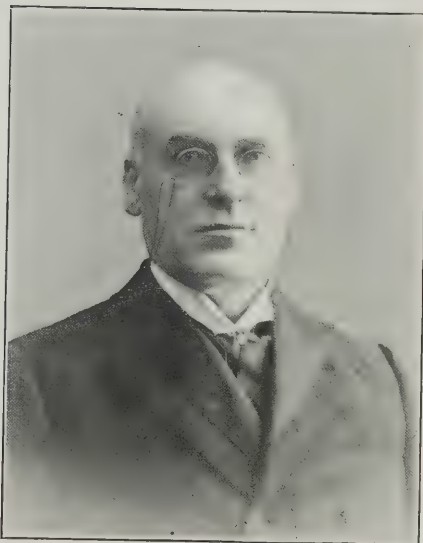
Sir Alphonse P. Pelletier has twice married. In 1861 he wedded Suzanne, daughter of the late Hon. C. E. Casgrain, a member of the Legislative Council of the Province of Quebec. She died in 1862, leaving him one son, Oscar Casgrain Pelletier, who was born on May 3rd of that year. In February, 1866, Sir Alphonse married Virginie, daughter of the late Hon. Marc Paschal de Sales La Terrière, M.D.; also member of the Legislative Council of the Province. His only surviving son, the issue of his first marriage, has followed the military career. After studying law for one year at Laval University, he entered the Royal Military College, Kingston, Ontario. He saw service in the Northwest during the second Riel Rebellion of 1885, when he served as Lieutenant in "B" Battery Royal Canadian Artillery. He was seriously wounded at Cut Knife Creek. He remained in the service, however, and in 1889 was appointed Major of the first Canadian Contingent which went to South Africa, and distinguished himself once more, and at the memorable engagement of Paardeberg was wounded. He is now Lt.-Col. Pelletier, District Officer Commanding the Seventh Military District, and stationed at Quebec.

HON. N. GARNEAU, QUEBEC, P.Q.

A progressive and widely-known business man and a prominent member of the Legislative Council, or "Upper Chamber" of the Province, is the Hon. Nemese Garneau, of Quebec. He was born in the parish of Ste. Anne de la Parade, in the county of Champlain, on November 15th, 1847, the son of Dr. J. B. Garneau and Marie Nathalie Rinfret, his wife. His parents were both Canadian born, and their ancestors originally came from La Rochelle, France. Having finished his education the subject of this sketch came to the city of Quebec and entered the dry goods establishment of Messrs. A. Merrill & Co. He was with this firm for four years, after which he entered the establishment of Laird & Telfer, wholesale and retail dry goods. Two years later Mr. Laird died, and the firm dissolved. Young Garneau was then employed by Mr. Thomas Laidlaw, who at that time had the largest retail establishment in the Upper Town, where he remained four years. He then had gained sufficient experience to commence business for himself in a small way. From these modest beginnings he succeeded in building up one of the largest dry goods businesses in the city of Quebec. He continued in active management of the business until 1897, when he withdrew therefrom, handing over the reins to his son. Hon. Mr. Garneau has, however, large commercial interests in other lines. In May, 1897, the year just mentioned, he in company with a few business associates, organized the Chicoutimi Pulp Company, Limited, of which he is the president. This was the first pulp company to be started with Canadian capital. The amount paid up at the outset was \$250,000, but this was in 1899 increased to \$500,000, and in 1901 still further enlarged to the sum of one million dollars. The company has two mills at Chicoutimi, on the river of that name, in the Province of Quebec. It employs about 300 men in summer and 700 or 800 during the winter months, and owns about 600 square miles of pulp timber limits. The output of the mills is 120 tons per day, which is practically all sold, for several years to come, to three important paper-makers of England. The quality of the pulp is indicated by the fact



that it was awarded a gold medal at the Paris Exposition in 1900. Hon. Mr. Garneau is a director of the Quebec Bridge Company, and a promoter and one of the directors of the Trans-Canada Railway. He has also large agricultural interests. He owns a farm at Ste. Foye, five miles from Quebec, which has been on the official list of the model farms of the Province, and for which Mr. Garneau was awarded the silver medal of agricultural merit. He is President of the General Breeders' Association of the Province of Quebec, a director of the Farmers' Syndicate, a life member of the Dairymen's Association of the Province, and a member of the Executive thereof, and a director of the Colonization Society of Quebec, which aids in a considerable degree in the colonization of the districts of Lake St. John, Metapedia, Beauce, etc. Mr. Garneau is a Liberal in politics, and in 1897 was elected to the Provincial Legislature for the county of Quebec by a majority of 1,100. On December 7th, 1900, he was re-elected by acclamation. He was called to the Legislative Council, or Upper Chamber, in June, 1901. While in the Assembly he was Chairman of the Committee on Agriculture. He is a Roman Catholic in religion, and on October 24th was married to Marie Elodie, daughter of J. P. Plamondon, Advocate, Quebec. He has one son, Joseph P. J. Garneau, who has succeeded his father in the dry goods business at Quebec.



**HON. H. THOMAS DUFFY, K.C., LL.D., M.P.P.,
SWEETSBURG, QUEBEC**

The Honorable H. Thomas Duffy, K.C., Advocate, Treasurer of the Province of Quebec, was born in the township of Durham, Drummond County, P.Q. He was educated at St. Francis College, Richmond, and at McGill University, Montreal, where he obtained the degree of B.A., with honors in English Literature, in 1876, the degree of B.C.L. in 1878 and LL.D. (Laval) 1902. Mr. Duffy resides in Sweetsburg, of which town he has been elected Mayor on several occasions. He has an extensive practice in the Eastern Townships, is solicitor for the Bank of Ottawa at Granby and has often been retained as counsel in important cases before the Supreme Court and the Privy Council. A few years ago Mr. Duffy was created a Fellow of the Royal Colonial Institute, London, and recently he was elected Batonnier-General of the Province of Quebec. He has also served as Crown Prosecutor for the District of Bedford, is a member of the Council of Public Instruction and Church Warden of his Parish Church.

Mr. Duffy is a Liberal in politics. At the general elections in 1897 he was returned by a large majority as a member of the Legislature for the county of Brome.

On the formation of the Marchand Government in 1897 he was sworn in as Minister of

Public Works for the Province. In the administration of the affairs of his department, which at that time included the railways of the Province, Mr. Duffy displayed marked executive ability and many important public works were successfully and economically carried out under his regime.

By the death of the Prime Minister, the Honorable F. G. Marchand, in September, 1900, the Government was dissolved and a new Ministry was formed by the Honorable S. N. Parent. Mr. Duffy was offered the important Portfolio of Provincial Treasurer, which he accepted, and at the subsequent general elections he was returned by acclamation. The Budget Speech delivered by the Honorable Treasurer four months after his installation showed that he had already acquired a clear and intelligent grasp of the peculiar condition of the finances of the Province, and that under his firm hand expenditure would in all probability be kept well within the limits of the receipts.

Mr. Duffy represents the English Protestant minority of the Province in the Government and enjoys the confidence and esteem of all sections of the community.

As an orator he is favorably known far beyond the confines of his native Province. He has a commanding presence, a deep powerful voice, his enunciation is distinct and his arguments are clear and concise. In the autumn of 1898 he was invited by the united Boards of Trade of the Merrimac Valley to address an influential assembly at Lowell, Mass., U.S.A., as the representative of Canada. His forceful and judicious speech on this occasion created a deep impression, not only upon the minds of the French-Canadians of the New England States, but upon the public generally. Another remarkable speech which has passed into history was delivered by Mr. Duffy at Quebec in September, 1898, at the unveiling of the monument by Lord Aberdeen to Samuel de Champlain, the founder of the city. On this memorable occasion Mr. Duffy was invited as the only English speaker. He is an effective campaign speaker and as a debater in the House he generally succeeds in carrying his point by the force of his logic, and his fund of ready wit.

Mr. Duffy's political career has been brilliant from its commencement, which may be attributed in a large measure to the energy and thought which he brings to bear upon each question brought under his consideration. In 1902 he was appointed to represent the Province at the coronation of His Majesty King Edward VII. He is a hard worker and has fine prospects before him. Unmarried.

**LIEUTENANT-COLONEL PELLETIER,
QUEBEC, P. Q.**

One of the most distinguished military men in Canada is Lieutenant-Colonel Oscar Charles Casgrain Pelletier, District Officer Commanding the Seventh or Quebec Militia District.

Lieutenant-Colonel Pelletier was born at the city of Quebec on May 3rd, 1862. He is the son of the late Speaker of the Senate of Canada, Sir Alphonse Pelletier, K.C.M.G.

His civil education was received at Quebec Seminary, where he graduated in 1882, after which he read law in the office of Baillairgé & Pelletier, of Quebec, for two and a half years.

In June, 1884, he was Lieutenant and Adjutant of the 9th Regiment Voltigeurs de Quebec. Having then decided to follow a military career, he attended the St. John, P.Q., Military School, and in March, 1885, proceeded to the Royal Military College at Kingston to complete a long course of military instruction, whence he left on March 25th of the same year for the Northwest Territories with the forces ordered thither for the suppression of the Riel rebellion. He was attached to B Battery of Canadian Artillery and served throughout the campaign.

In the engagement of Cutknife Hill he was severely wounded and was mentioned in despatches on May 5th, 1885. He was invalided home to Quebec, and upon recovery was assigned to B Battery Canadian Artillery on October 29th, 1885. In 1893, he was sent to England to attend a special course of instruction of six months in field artillery work at Aldershot and Okehampton, Brevetted Captain on October 29th, 1889, and again on October 29th, 1897, promoted to the Brevet rank of Major. In the previous July he had been appointed temporary D.O.C. for the Quebec District No. 7, with the temporary rank of Lieutenant-Colonel.

When in October, 1899, the Dominion Government decided to raise a force of special service in South Africa, known as the 2nd Battalion Royal Canadian Regiment of Infantry (1st Contingent), Major Pelletier was one of the officers selected and received his appointment as Junior Major of the 2nd Battalion R.C.R. on October 27th, 1899. He served with his regiment in the South African campaign, participating in the famous battle of Paardeberg where he was wounded, and mentioned in despatches 31st March, 1900.

Rejoining his regiment at Bloemfontein, he took part in the action of Israel's Poort (25th April), Houtnek (1st May) and Zand River (10th May). Operations in the Transvaal in May and June, 1900, including actions near Johannesburg (29th May) and Pretoria (4th June), operations in Orange River Colony and



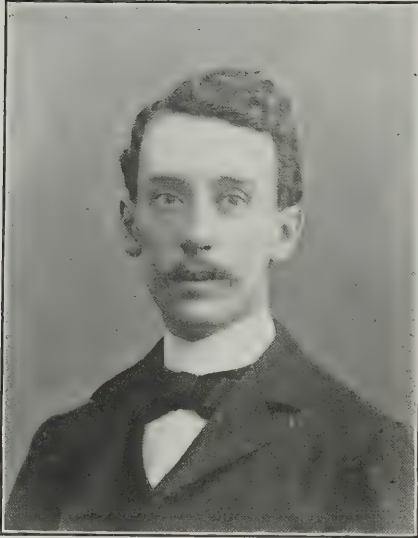
Western Transvaal (August, 1900), in Transvaal, east of Pretoria, July and September, 1900.

He was mustered out on November 1st, 1900, on the expiration of his regiment's term of service in South Africa, and came back to Canada in charge of four hundred time-expired men.

By a Special General Order dated 17th May, 1901, he was confirmed in rank as Lieutenant-Colonel Commanding of the 7th Militia District. In that capacity he played a prominent part in the military arrangements for the reception of the Duke of Cornwall and York, now the Prince of Wales, on the arrival of the heir-apparent in Quebec in September 1901, particularly in respect of the great Military Review which was held on the historic battlefield of the Plains of Abraham in honor of the Prince.

Lieutenant-Colonel Pelletier is a well-known and popular figure in the "Gibraltar of Canada," not only because of his distinguished family connection, but in virtue of his own proven bravery on the battlefield and his personal attainments. He is a prominent member of the Garrison Club of Quebec, the hospitality of which is known all over the continent, and, in fact, to travellers from all parts of the Empire.

He is in religion a member of the Roman Catholic Church. His wife was Miss Alice Archer, a daughter of Mr. Joseph Archer, of Quebec, by whom he is the father of seven children.



**LOUIS ALEXANDRE TASCHEREAU, M. P. P.,
QUEBEC, P. Q.**

The son of the Honorable Jean Thomas Taschereau, a Judge of the Supreme Court of the Province of Quebec, and Josephine Caron, his wife, a daughter of the late Hon. R. E. Caron, the second Lieutenant-Governor of the Province of Quebec after the confederation of the Provinces into the Dominion of Canada, Louis Alexandre Taschereau, LL.D., M.P.P., is a member of one of the most distinguished Canadian families, one of his uncles being the late celebrated and beloved prelate, Cardinal Taschereau, and another the present Chief Justice Taschereau of the Supreme Court of Canada, one of the most learned legal writers and jurists in the Dominion. Born in the city of Quebec on the 5th of March, 1867, he was educated at the Quebec Seminary where he graduated from the literary department at the age of 19 and at Laval University where he took the law course in preparation for his future profession, where he graduated in May, 1889, having won during his course at that University the Anger's Silver Medal, the Tes-

sier Medal and the Silver Medal presented by Lord Stanley of Preston, then Governor-General of Canada and now the Earl of Derby. In July he entered into partnership in the practice of law with the Honorable Charles Fitzpatrick, Minister of Justice for Canada, under the firm name of Fitzpatrick & Taschereau in the city of Quebec, which partnership continued until the year 1899 when the present firm of Fitzpatrick, Parent, Taschereau, Roy & Cannon was formed. In the large business of the firm, Mr. Taschereau has control and devotes himself to the conduct of the civil and criminal litigation. In politics he is a Liberal and in 1892 was the candidate of the Liberal party for the county of Dorchester for the Provincial Legislature, but was unsuccessful. In the year 1900 he again was a Liberal candidate for the Quebec Legislature in Montmorency County and successfully defeated Mr. E. Bouffard, the retiring member, by over 600 of a majority. Always actively interested as a strong Liberal in politics, he is influential in the councils of his party in the Province of Quebec.

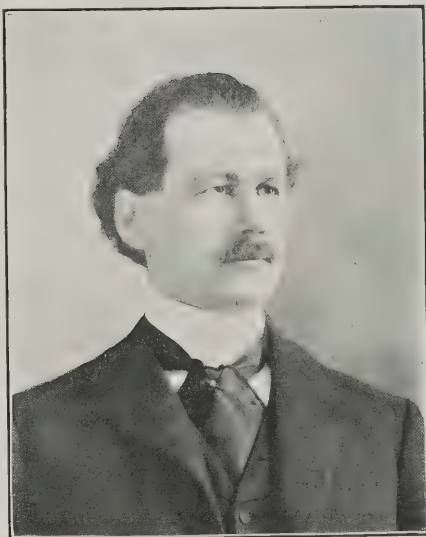
A Roman Catholic in religion, he was married in the year 1891 to Adine Dionne, of Ste. Anne de la Pocatiere, Quebec, and has a family of four children. Distinguished as the family of which the subject of this sketch is a member, he has kept up its traditions, and although comparatively young in years, merely in the prime of his manhood, has already given evidence through his brilliant University course in the courts of law and in the wider fields of politics that the qualities which placed his kinsmen in distinguished positions in the Church and in the State are not wanting in his person.

The member of a notable family in the history of the Province of Quebec, an influential member of an influential law firm, one of whom is a Minister of the Crown in the Dominion Government, he himself occupies a leading position not only in the profession he practises, but in the opinion of the majority of the people of his native Province.



HON. ADÉLARD TURGEON, QUEBEC, P. Q.

Of the men of prominence in Canada and of the highest standing in their native Province, there are few who before middle age have risen to the position in political and professional life attained by the Honorable Adélarde Turgeon. Whether it is a natural gift inherent in the race or whether it is the training received at Colleges, or the University, or not, the fortunate combination of legal ability and forensic gifts is more frequently met with in Canadians of Gallic extraction than in their less versatile countrymen of British descent. In the person of the subject of this sketch the combination together with qualities which obtained him the confidence of the electorate and his fellow legislators has placed him in the front rank of his party in his native Province, and promoted him to Cabinet rank at an age when men are looked upon as young who aspire merely to a seat in Parliament. Of a family who have been residents in Canada for over two centuries, he is the son of Damase Turgeon, and his wife Christine Turgeon, and was born at Beaumont, in the Province of Quebec, on the 19th December, 1863. Educated first at Levis College, where he graduated in science and lettres in 1883, and then at Laval University, where, taking the law course, he graduated in 1887, and was called to the bar of Quebec at the same time. After six months' practice of his profession alone, he entered into partnership with Mr. Henry G. Carroll, in the city of Quebec, under the firm name of Turgeon & Carroll, which continued until the year 1897, when the firm became Turgeon & Lachance, with offices at 12 St. Peter St., Quebec. Actively identified with the Liberal party since 1884, when as a young man of 21 his oratorical powers were given an opportunity to develop on various platforms throughout the country and were an assurance of future political success, he was the Liberal candidate in the general elections for the Quebec Legislature in the County of Bellechasse, and was elected by a majority of 257 over Mr. Faucher de St. Maurice, his opponent. Re-elected in the two subsequent contests in 1892 and in 1897 for the same constituency, he was, on the formation of the Cabinet under the



leadership of Honorable M. Marchand, the Premier in 1897, made a member thereof as Commissioner of Colonization and Mines. Upon his appeal to his constituents for endorsement of his acceptance of a Portfolio in the Government, he was returned by acclamation, as he also was in the general elections following in 1900. In 1898 he visited France and represented the Province of Quebec as a member of the Champlain Monument Committee which met at Honfleur, France. On the 14th of July he was honored by the Government of France with the decoration of "Officier d'Instruction Publique." Mr. Turgeon has been Provincial Secretary in the Cabinet of the Honorable S. N. Parent, the Premier of the Province of Quebec, and at present is Minister of Agriculture.

A member of the Roman Catholic Church he was married in July, 1884, to Eugénie, daughter of M. Etienne Samson, of the city of Quebec. Devoted as is the major portion of his time to the public service, Mr. Turgeon is actively and personally interested in the commercial and mineral development of Canada and is Vice President of the Standard Copper Company and Vice President of "Association de Tir de Levis," and in social life is a member of the Garrison Club, Quebec, and of the St. James Club, Montreal.



GILBERT DÉCHÈNE, QUEBEC, P. Q.

A notable figure in the Province of Quebec is Hon. François Gilbert Miville Déchéne, one of the leading barristers and legislators of the capital city.

He was born at St. Roch des Aulnets on the 18th of August, 1859, and is the third son of Mr. Alfred Miville Déchéne, merchant, of that town. His classical education was obtained at the College of Ste. Anne de la Pocatière, and he followed this with a course in law at Laval University in the city of Quebec. He was called to the bar in 1883, and engaged in practice in that city, where he is to-day a member of the law firm of Bédard & Déchéne. Ever since the completion of his student's career Mr. Déchéne has been continually engaged in the politics of his Province. The Liberals of the district of Quebec now look upon him as one of their most active and energetic leaders. He was elected a member of the Legislative Assembly for the county of L'Islet on October 14th, 1886, and since that date he has continued without interruption to represent that constituency despite changes in Governments. That is to say, he was successfully elected on June 17th, 1890; on March 8th, 1892; on May 11th, 1897; on June 12th, 1897, and on November 30th, 1900. On the two latter occasions, which were after he had entered the Government, his election was by acclamation. There is not a member of the Quebec Legislature who has represented

one constituency for a longer period than has Mr. Déchéne represented L'Islet.

In the House Mr. Déchéne is looked upon as a debater of the first rank, and is one of those best informed on all public questions. It was because of this that when the Liberals attained power in the Province in May, 1897, the member for L'Islet was called upon by the late Premier Marchand to take the Portfolio of Agriculture in his Government, a position he still retains under the present Parent Administration. In this department Mr. Déchéne has given much impetus to the good roads movement by granting premiums and bonuses to municipalities for the purchase of road machinery.

He has also given large grants to cheese factories for the construction of advanced curing rooms. To encourage the raising of superior stock he initiated a policy permitting agricultural societies to employ the whole of the Government grant in the purchase of the best animals for breeding purposes. For the encouragement of the practical farmer he established a distinction in competitions for agricultural awards, between him and the "gentleman farmer." That is, between the man who farms for a livelihood and the man who farms for fancy.

Hon. Mr. Déchéne represents the Province of Quebec on the Board of Directors of the Imperial Institute in London, Eng., and was named by his colleagues as their special representative at the Paris Exposition of 1900, where he gained great credit to his Province by several remarkable speeches which he delivered before the "Société des Agriculteurs de France," and a commission of the International Congress of Agricultural Syndicates.

He is also an officer of the "Merite Agricole" (Agricultural Merit) of France.

As will be seen from the above data, Mr. Déchéne is the kind of Canadian who is a typical man of progress, heartily in touch with any measure which will tend toward the advancement of the Province and of the country at large. It is seldom, especially in the departments of internal administration like that of Agriculture, that Governments are able to secure efficient and progressive men who can effectively and understandingly grapple with the needs of the situation.

The Province of Quebec is therefore especially fortunate in having obtained a Minister of the type of Mr. Déchéne, who is still in the prime of life, and has many years of active service before him.

On October 20th, 1897, Mr. Déchéne married Miss Angeline Hudon, a daughter of the late Theophile Hudon, of Quebec. His brother, Hon. Arthur Déchéne, is a member of the Senate of Canada.

**HON. AMÉDÉE ROBITAILLE, K.C.,
QUEBEC, P.Q.**

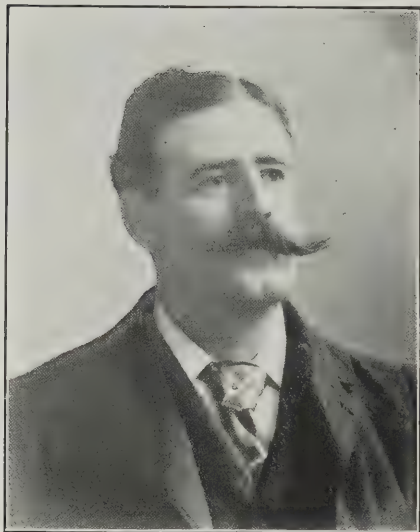
One of the best known public men of the Province of Quebec is the Honorable Mr. Amédée Robitaille, K.C., LL.D., M.P.P., Member of the Executive Council of the Province of Quebec, a citizen of the city of Quebec. He was born in that city on January 1st, 1853, and was the son of Dr. Olivier Robitaille and Zoé Denéchaud. Both parents were of Canadian birth, but his father's ancestors came originally from l'Auche, and his mother's from St. Sarien en Bourges, in Normandy, in 1622.

Mr. Robitaille first attended the private school of Mr. P. Lafrance, afterwards City Treasurer of Quebec; later he took a course at the Quebec Seminary, and in 1874, after an extensive trip in Europe, entered Laval University and graduated from the Law Department in 1877, receiving the Licentiate's degree. The same year he became acquainted with Mr. Côme Morrisette, K.C., and they formed the legal firm of Morrisette & Robitaille, which continued until 1880. When this partnership was dissolved, Mr. Robitaille became associated with Mr. Victor Livernois, until 1882, when the firm of Robitaille, de St. George & Roy came into existence. Mr. de St. George died in 1894, and the firm since has been Robitaille & Roy, Advocates, with a bureau at 51 Rue des Jardins, in Quebec. Mr. Robitaille has built up a large commercial practice by his shrewd judgment and sound business ability, as well as by his legal attainments. In 1899 he was created Queen's Counsel. He has been director of the Quebec & Lake St. John Railway Company, and is also counsel for the Quebec Permanent Building Society, one of the important financial corporations of the Province. He has taken an active interest in the development of the industries of Quebec, and is now a director, and was one of the organizers of the Peribonka Pulp Company, of Roberval, Quebec, with a plant on River Peribonka, near Lake St. John. This new company was organized in 1900, and started his pulp mill in September of that year, turning out 11 tons of dry pulp per day. The increasing business of the company will soon warrant the further extension of its plant, and



a second mill is to be completed on the La Chute Blanche, which gives the company a daily capacity of 33 tons of dry wood-pulp. The company is capitalized at \$100,000, and possesses 200 square miles of the best pulp timber limits. The bulk of their finished output is shipped to Europe.

Mr. Robitaille has also taken an active interest in politics and public affairs. He sat in Quebec City Council for four years as member for St. John's Ward, and was chairman of the Fire Committee. In that capacity he devoted much energy to improving the fire service of the city, and secured the erection of several additional fire stations. He has been identified with the Liberal party of Quebec since 1882, and has been very active in promoting the interests of that party. In the general elections of 1896, for the House of Commons, and in the legislative elections of 1897, he was general organizer for the Liberal party in Quebec, and acted in the same capacity in the Federal elections of 1900. In May, 1897, he was the Liberal candidate for the Legislative Assembly in Quebec Centre, and was elected over his opponent, Mr. Victor Chateauvert, by a majority of 325. In 1900 he was elected for Quebec Centre by acclamation, and was sworn as Provincial Secretary in the Quebec Government on June 30th, 1902; re-elected by acclamation on July 11th, 1902. He was married in 1878 to Miss Josephine Peachy, of Quebec, and has a family of six children. In religion he is a Roman Catholic.



JOHN GABRIEL HEARN, QUEBEC

In the revival which has marked the commercial life of the city of Quebec in the last decade, among the prominent men to whom much of the enterprise which has resulted in the resuscitation of trade and municipal improvement is due, is John Gabriel Hearn. Born in the city of Quebec, on the 26th of March, 1863, he, at the early age of thirty-eight, has taken a position in the municipal affairs of his native city and in the political progress of the Province of Quebec, conducive not only to his personal honor, but also, through his sterling independence and progressive ideas, of considerable moment in the material advancement of both city and province.

The son of the late Honorable John Hearn, a native of Waterford, Ireland, a leading merchant of the city of Quebec, and a member of the Dominion House of Commons for years, and Mary Doran, his wife, he is of Irish descent. The interest taken by the subject of this sketch in municipal government may to some extent be inherited, for his father was a prominent member of the Council of Quebec

City for forty years, and was Chairman of the Finance Committee of that body. The subject of this sketch was educated at the Commercial Academy of Quebec until the age of seventeen, when he entered the Royal Military College at Kingston, Ont., where he graduated with high honors and a medalist in the year 1884, with the privilege of accepting a commission in the Royal Engineers. Shortly after his graduation from the Royal Military College he was offered and accepted in September, 1885, the position of Assistant Superintendent of the Dominion Government Cartridge Factory in the City of Quebec. While in that position he was sent to England for the purpose of taking a special course of study and practice at the Royal Arsenal at Woolwich. While in England he was again offered a commission in the Royal Engineers, but again declined. Upon the death of his father he resigned his position in connection with the Government Cartridge Factory, as Assistant Superintendent, to take charge of his deceased father's estate, which in reality was extensive. In the year 1896 he was elected a member of the Council for Montcalm Ward, and again in 1898, resigning his seat at the Council Board in 1899. In the year 1900 he was offered the nomination by the Liberal party as the Liberate candidate for Quebec West, and was elected by acclamation for the Provincial Legislature of Quebec. He is a member of the Committee on Railways and Canals, and an active representative of his constituents' interests. Mr. Hearn is not a politician in the usual sense of the word, but is said to be a representative of the business interests of the Province more than the political. A large owner of real estate, particularly residential, in Quebec City, and the blocks used by the Perry Cabinet Factory, and the Hill Manufacturing Co., he is known as one of Quebec's most enterprising capitalists.

A Roman Catholic in religion, a K. of C., and a member of the Royal Arcanum, he was married in the city of Philadelphia, Penn., in the year 1889, to Catherine Ryan, and has a family of four children.

HON. SENATOR LANDRY, MASTAI, QUE.

A prominent member of the Canadian Senate, and one of the leading citizens of the Province, is Lieut.-Colonel the Hon. Auguste Charles Philip Landry, B.A., who sits for the Senatorial district of Stadacona. He is the son of the late Dr. J. E. Landry, of Quebec, and of Caroline Lelievre, his wife. He was educated at the Seminary of Quebec, where he graduated with the degree of B.A., and afterwards took a course at St. Anne's Agricultural College. He chose the career of a gentleman farmer, and conducted for years an extensive farm in Montmagny.

In the Provincial general elections of 1875 he accepted the Conservative nomination for the riding of Montmagny and was elected. He sat in the Quebec Legislative Assembly. In the Federal general elections of 1878 the Conservatives of Montmagny nominated him for the House of Commons, and he was successful in carrying the seat after a hotly contested campaign. He continued to hold the seat until 1887. On February 23rd, 1892, he was called to the Senate of Canada and has played an important part in its councils ever since. He at present holds the position of Chairman of the Private Bills Committee, which handles a large variety of measures during the course of the session, and he also fills the office of Conservative Whip.

Senator Landry has always taken a deep interest in agricultural affairs, and is President of the Montmagny Agricultural Society, since 1877. Was also President of the Council of Agriculture for the Province of Quebec. On the occasion of the famous World's Fair at Chicago in 1893 he was one of the commissioners sent there by the Quebec Government. He is Director and Manager of the Quebec Exhibition Company, which owns extensive buildings and grounds near the River St. Charles in the eastern section of the City of Quebec, and holds yearly exhibitions. In these capacities he has done a great deal to improve the breeding of live stock in the Province, and to stimulate the general development of agriculture. He is a director of the Canadian Acetylene Company, which has a large factory at Levis, Quebec. He is also vice-president of the Lake Huron and Quebec Railway Company, which is constructing a very important line to connect Georgian Bay with the Province of Quebec at a point on the French River. This railroad will, it is



expected, prove a very important adjunct to the transportation facilities to the northern sections of Ontario and Quebec.

Senator Landry has also taken a deep interest in military matters. In 1862, while a student at Quebec Seminary, he joined the cadet corps, which was organized as a result of the "Trent" affair, which threatened to precipitate war between England and the United States. He ultimately became Captain of this cadet company, and retained his rank in 1868 when placed in command of one of the companies of the 61st Battalion of Montagny and L'Islet, which in the Fenian troubles of 1870 was called to the front. He was promoted step by step until, in 1883, he became Lieut.-Colonel in command thereof, a position he kept until 1901. Is now in command of the Tenth Brigade. Has the long-service decoration and the Fenian raid medal. Hon. Mr. Landry has had a number of important honors conferred on him. He is a Knight Commander of the Order of St. Gregory the Great and a Knight Commander of the Military Order of the Holy Sepulchre. He is also a member of the Bibliographical Society of Paris.

On October 6th, 1868, he married Wilhelmina, daughter of the late Etienne Couture, of St. Gervais, Quebec, and had six children—two are still living. His son, Mr. Joseph P. Landry, is a member of the firm of Landry & De Lenandiere, advocates, of Montreal, and his daughter, Bernadette, is the wife of Dr. A. Rosseau, of Quebec.

**HON. JULES TESSIER, K. C., M. P. P.,
QUEBEC, P. Q.**



HON. JULES TESSIER, K. C., M. P. P., is a member of the legal firm of Hamel, Tessier & Tessier, 120 Mountain Hill, Quebec, and is one of the widely-known men of the Eastern Province. He is the son of the late Hon. A. J. Tessier, a Judge of the Court of Queen's Bench in the Province of Quebec. His mother was Adele Drapeau Keely, daughter of Joseph Drapeau Keely, and granddaughter of Joseph Drapeau Seigneur, of Rimouski and Orleans. The Tessier family came from La Rochelle, France, in 1709.

Hon. Mr. Tessier was born in Quebec in 1852, and was educated at the Quebec Seminary and at St. Mary's (Jesuit) College, Montreal. He was articled to the law firm of Alleyn & Chauvan, Advocates, Quebec, and was called to the Quebec Bar in 1874. He was made a K. C. by the Quebec Government in 1900. Mr. Tessier has been actively identified with the Liberal party in Quebec since 1877, and he was one of the Liberal delegates that induced Sir Wilfrid Laurier to stand for election in Quebec East. He has been a valuable platform man for the party and was President of the Quebec Liberal Club in 1886 and 1887. In the general elections of 1886 he was Liberal candidate for the local House for the riding of Portneuf, and was elected October 14th, 1886, by a majority of 297, over Mr. J. D. Brosseau, who had been the former member. Mr. Tessier was re-elected in 1890 by 587 majority; in 1892 by 22 majority; in

1897 by 222 majority, and in 1900 by acclamation. From 1892 to 1897 he was a strong supporter and lieutenant to Hon. F. G. Marchand in the Opposition, and was of great assistance in guiding the Liberal party to victory in 1897. As a member of the Assembly he was largely instrumental in reorganizing the Beauport Asylum, which has resulted in much public benefit. He was made Speaker of the House in 1897, and served until 1900, when he was tendered a complimentary banquet at the close of his career in that honorable capacity.

Mr. Tessier has had an extensive municipal experience, having represented Palace Ward in the Quebec local Council for fourteen years, during which time he served as Chairman of the Police Commissioners. His business connections are of much importance. He is a Director of the Quebec & Lake St. John Railway, a Director of the Lower Laurentides Railway, a Director of the Great Northern Railway, and is Counsel for the National Bank of Quebec, the Savings Bank of Notre Dame, Quebec, and the Quebec Building Society. He is also President of the Colonization Society of St. John's, and a past President of the St. Jean Baptiste Society of Quebec. He was Secretary of the National Convention in 1897.

In religion Mr. Tessier is a Roman Catholic. He was married in 1882 to Frances Elliott, eldest daughter of Edmund Barnard, Q. C., Montreal. Madame Tessier is active in social life in Quebec, having been prominently connected with various societies. The work of the National Council of Women has received much of her sympathy and attention.



ALBERT MALOUIN, K.C., M.P., QUEBEC, P.Q.

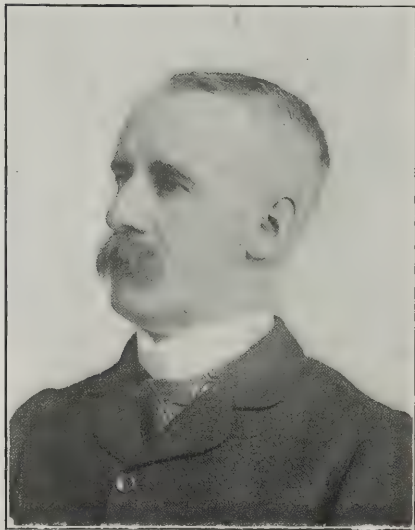
A prominent advocate and public man of the city of Quebec is Albert Malouin, K.C., M.P., of the firm of Malouin, Bedard & Déchéne, 23 Rue St. Louis, Kent Building, Quebec.

Mr. Malouin was born on March 13th, 1857, and is a son of Jacques Malouin, M.P., who sat in the House of Commons for Quebec Centre from 1877 to 1882. His mother was Marie A. Suzor, both parents being of Canadian birth. The Malouin family have been residents of the Province of Quebec for upwards of 250 years. The subject of this sketch first attended the Normal School and the Quebec Seminary, where, having received a sound classical education, he graduated with honors in 1878. He decided to enter the University of Laval and take a course in the Law department. From this noted institution he graduated in 1881. He then became the partner of his father, a noted public man, of Quebec, and of his brother Philippe. The firm became known by the striking title of Malouin, Malouin & Malouin. The firm thus continued until 1887, when his brother was appointed to the important office of Clerk of Superior Court at Quebec. The subject of this sketch continued to practise in association with his father until 1898, when the present firm of Malouin, Bedard & Déchéne was formed. At the bar of the Province he has attained a high position, and was created Queen's Counsel (now King's Counsel) by the Lieutenant-Governor in-Council in June, 1899. He is a member of the Council of the Bar Association of the Province of Quebec, and has for a considerable number of years filled the important post of Crown Prosecutor in the district of Quebec. As such he has had to handle a number of very important criminal cases, and he has done so with uniform success, his abilities fitting him for the exercise of the duties of the office.

As was natural Mr. Malouin commenced early to take an interest in politics, and in 1882 he became actively identified with the organization of the Liberal party in the Province of Quebec, and has continued ever since to take a prominent part in its affairs. During the New Brunswick Provincial campaign of 1889, he was called to Victoria County, and made a



series of addresses throughout the riding. He also went into Westmoreland, New Brunswick, in later campaigns, and devoted his energies to dealing with the large French-Canadian vote in that riding in behalf of Hon. H. R. Emerson, M.P. At a bye-election for the House of Commons in the riding of Quebec Centre in 1898, he was chosen by acclamation to succeed the Honorable Francois Langelier, who had been appointed to the Bench of the Supreme Court. In the general elections of 1900, which were very hotly contested, the Conservatives brought forward a prominent member of their party in Quebec Centre in the person of Mr. Victor Chateauvert. Mr. Malouin was again the nominee in the Liberal interest, and the result of the fight, as made known on election night was his election over Mr. Chateauvert by a majority of no less than 515 votes. Mr. Malouin is one of the most popular members of the House of Commons, and of course spends his winters in Ottawa, where he is a member of a number of the Standing Committees of the House, including that with reference to Railroads and Canals, the Committee on Banking and Commerce, the Public Accounts Committee and the Committee on Privileges and Elections. In his business capacity he is Counsel for the Associated Loan and Trust Company of Quebec. In religion he is a Roman Catholic and is unmarried.



JAMES GUTHRIE SCOTT, QUEBEC, P. Q.

In a country so widespread and so varied in its products of field, forest and mine as the Dominion of Canada, probably the class of men who are the greatest national benefit are the men of great ideas and profound conviction, the exploiters of the means of transporting those products to the consumer, either through their own capital or the confidence which they inspire in others to invest in great enterprises which result in the development of its natural resources. Among the leading men in the Dominion of Canada in the formation and management of transportation enterprise is James Guthrie Scott, of the city of Quebec. The son of the late Hugh Erskine Scott, of the city of Quebec, who during his life was the manager of the line of steamers between the cities of Montreal and Quebec, and of his wife, Margaret Chillas, a member of an old Canadian family of Scottish and Acadian descent, whose ancestors came to Quebec in the year 1759, he was born in the city of Quebec on the 13th of February, 1847. Educated at the High School of his native city, he commenced business life in the lumber trade, then one of the largest and most inviting fields of com-

merce open to the young Canadian. For a number of years he was connected with the management of the Montmorency and Three Rivers mills in the Province of Quebec, and then entered the railway service in 1875 as Secretary of the Quebec and Lake St. John Railway Company, of which he is at the present time Secretary and General Manager. In 1893 he became General Manager also of the Great Northern Railway of Canada. Thoroughly imbued with a belief in the greatness of Canada's future and the desirability of railway enterprise to open up the boundless fields of the wonderful portions of the widespread Dominion, he has been and is one of the most vigorous promoters of the proposed Trans-Canada Railway whose construction will open up an agricultural and mineral part of the Dominion hitherto practically unexploited and whose illimitable resources have been merely the subject matter of the reports of engineers, surveyors and explorers. In this gigantic scheme for the construction of another trans-continental railroad through Canada from ocean to ocean, Mr. Scott has in mind not only the enormous transcontinental Asiatic and Australian trade to be carried over the shortest all-rail route on the North American continent, through passes in the Rocky Mountains which offer comparatively little engineering difficulties for railway construction in comparison with the high altitude and steep grade of the more southern railroad route through the Rockies, but also the great natural resources of the region to be traversed by the proposed railway, and also the advantages to be derived from having a sea-port almost midway on the line of railway on the great inland sea, the Hudson's Bay, with the consequent advantages of being in touch with the shortest route to Great Britain for the products of the fertile prairies of the west and the mineral wealth north of them, as yet unmarketable.

In politics Mr. Scott takes no active part and is practically independent of party ties.

He is a member of the Church of England and married first in 1873, Sophy Mary, daughter of the late Alfred Jackson, M.D., and again in 1901, Cordelia, a half-sister of his deceased wife.

ERNEST PACAUD, QUEBEC, P. Q.

Ernest Pacaud, Journalist, Quebec, is Proprietor and Publisher of *Le Soliel*, which is the largest paper published in Quebec city. He was born at Three Rivers, P.Q., August 25th, 1850. Both his parents were Canadians, his father being Philippe N. Pacaud, a Notary, and his mother was formerly Miss Clarice Duval.

The earliest school-days of Mr. Pacaud were spent in the English school at Three Rivers. He was ten years old when he left that institution, and entered Nicolet Seminary, where he remained for seven years. In 1867 he commenced the study of law with his uncle, Hon. Edward Pacaud, at Arthabaskaville, Quebec, and was admitted to the bar in 1872. He practised his profession for six years at Arthabaskaville. In 1877 Mr. Pacaud commenced his journalistic career by starting *Le Journal d'Arthabaska*, with Sir Wilfrid Laurier as editorial writer, but sold out in 1878, in which year he was appointed Prothonotary of the Superior Court at Three Rivers, Clerk of the Crown and Clerk of the Circuit Court. He was removed from office by the Chapleau Government in March, 1880, for inducing his brother-in-law, who was Speaker of the House, to support the Liberal party in the Provincial Assembly, which was equally divided. Mr. Pacaud then resumed his profession at Three Rivers and also edited the paper *La Concorde* of that place. He was appointed Counsel for the Hudson's Bay Co. in 1880, but in that year, at the request of Sir Wilfrid Laurier, he took the Editorship and Management of *L'Electeur* of Quebec, which he purchased in 1885. In December, 1896, *L'Electeur* favored the ruling made on the famous Manitoba School Question and was placed under the ban by the Catholic Bishops of the Province. The paper was the next day published by the Quebec Printing Co., under the name of *Le Soleil*, with Mr. Pacaud, Proprietor and Editor. An appeal to Rome was made through the Hon. Charles Fitzpatrick, of Ottawa, and Hon. Charles Russell, son of the Chief Justice of England. In 1898 the papers were relieved from the ban and *Le Soliel* was sent to all old customers. Mr. Pacaud has taken an active



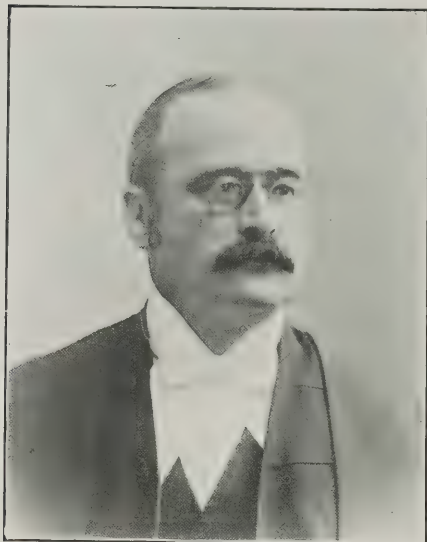
interest in politics. In 1874 he was Liberal candidate for Arthabaska in the Quebec House, but withdrew when his opponent, W. J. Watts, stood as a Liberal. In 1882 he was Liberal candidate for the House of Commons in Bellechasse riding, but was defeated by Col. Amyot. From 1878 to 1892 he was the Liberal Organizer and Manager in Quebec Province, and has spoken in forty counties in the Province.

He is an intimate, personal friend of Sir Wilfrid Laurier, and his newspaper is the official organ of the Liberal party in Quebec, both in Federal and Provincial politics.

Mr. Pacaud was one of the promoters of the Quebec Electric Railway and of the Provincial Exhibition Co. He is publisher of the *Official Gazette*, Province of Quebec, and proprietor of the Quebec Printing Co.

In 1876 Mr. Pacaud was married to Miss Mary L. Turcotte, daughter of Hon. J. E. Turcotte, the last Speaker of Canada's Parliament before Confederation. They have five children.

During the Fenian invasion Mr. Pacaud was Ensign and A.D.C. to Col. Bellefeuille and was stationed at St. Hyacinthe, Que. He had passed the first and second examinations but retired from the service. He received the Veterans' Medal of the Fenian raid.



LAWRENCE J. CANNON, K.C., QUEBEC, P.Q.

Lawrence John Cannon, K.C., Quebec, Assistant Attorney-General and Law Clerk of the Province of Quebec, was born in the city in which he still resides on November 18th, 1852. His is one of the oldest families in Quebec; the father, Lawrence A. Cannon, was an advocate of Quebec and was for 26 years City Clerk. Mr. Cannon's family came to Quebec in the 18th century from Ireland. Mr. Cannon's mother was Mary Jane Cary, of English descent, and her grandfather was the founder and publisher of the *Quebec Mercury* in 1805. The paper is still published and is the oldest paper in the Province of Quebec. Mr. Cannon received his earliest education at Quebec Seminary, where he took a literary and classical course and graduated at the age of 18. He then entered Laval University in 1871 and took a course in law. He graduated from Laval in 1874 with the LL.D. degree and in July of the same year was called to the bar and he commenced the practice of his profession in

Quebec where he remained for a year. In 1875 he moved to Arthabaskaville and entered into partnership with the late E. L. Pacaud. The partnership continued until the death of Mr. Pacaud which occurred in 1889. Mr. Cannon continued alone in practice until February 2nd, 1901, when he received the appointment to his present position of Assistant Attorney-General and Law Clerk of the Province of Quebec. As far back as 1874 Mr. Cannon became identified with the Liberal party and became intimately acquainted with the present Premier, Sir Wilfrid Laurier, after he left Quebec and moved to Arthabaskaville. Only on one occasion, however, did he seek political honors and that was in the general elections of 1882 when he was the Liberal nominee for the House of Commons for Drummond and Arthabaska riding, and his opponent was D. O. Bourbeau, who carried the seat by a majority of 682. Mr. Cannon was made Q.C. by the Quebec Government in 1897. He has had a very extensive legal practice. He represented the Province of Quebec in the Fisheries case before the Judicial Committee of the Privy Council at London, England, in July, 1897, and was successful for his Province.

Mr. Cannon was married at Arthabaskaville, Quebec, on August 2nd, 1876, to Miss Aurelie Dumoulin, daughter of J. G. Dumoulin, the Prothonotary of the Superior Court of the District of Arthabaska, and they have eight children. Lawrence A. Cannon, the eldest son, has followed in the footsteps of his father and grandfather by adopting the legal profession and is now a member of the firm of Fitzpatrick, Parent, Taschereau, Roy & Cannon, which is the leading legal firm of Quebec.

Mr. Cannon is an adherent of the Roman Catholic Church and is a member of the Independent Order of Foresters.

**LIEUT.-COLONEL G. E. ALLEN JONES,
QUEBEC, P. Q.**

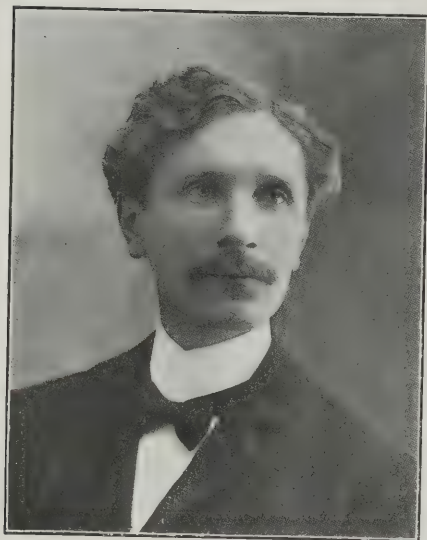
Lieut.-Colonel George Edwin Allen Jones, son of the late Edwin Allen Jones, of Quebec, was born in that city on the 28th September, 1860, and received his early education at Bishop's College School, Lennoxville, Province of Quebec. On leaving school, and prior to taking an arts and science course at Laval University, he travelled for a year in Europe. In 1882 he entered the law department of Laval University and graduated from that institution in 1885, having taken the highest LL.B. degree of his year, winning the Tessier prize and the Governor-General's gold medal. He also later took the degree of LL.M. with honors, at the same University, and was called to the bar in 1886.

His military career, extending over twenty-one years, is briefly as follows: Gazetted a Second Lieutenant, provisionally, in the 8th Regiment "Royal Rifles" in 1882; promoted First Lieutenant on his having obtained a second class "grade A" Military School certificate the following year, and succeeded to the command of "A" Company in 1886. Having obtained a first-class certificate at the Military School at St. John's, Province of Quebec, he was promoted Major in his regiment in 1889, which rank he held for nine years, having, in the meantime, twice waived his right to the command of the regiment. Gazetted Lieut.-Colonel the 24th September, 1897, he has commanded the "Royal Rifles" for the regulation period of five years, and has been granted an extension of one year's command by the militia authorities, at the request of his officers. Since the 8th Regiment "Royal Rifles" was organized in 1862, it has been recruited and maintained at its high state of efficiency from among the English residents of Quebec. Until 1900 the 8th "Royals" were only a six-company regiment, but under Lieut.-Colonel Allen Jones' command they were, in that year, increased to eight companies, and at the same time a regimental cadet corps was organized to act as a feeder for the ranks of the regiment. The



record of the regiment during the South African war is an enviable one, and one of which it is very proud. It furnished no less than one-sixth of its strength, including two of its officers, to the first contingent, and further contributed several more of its members to later contingents. In February, 1900, Lieut.-Colonel Allen Jones was one of the twelve officers selected by the General Officer Commanding to follow the Staff course at the Military College, Kingston. Besides the above-mentioned qualifications he holds first-class certificates in equitation and Maxim gun-drill. He was president of the Canadian Military Rifle League from 1900 to 1902. In 1902 Lieut.-Colonel Allen Jones was granted the long-service decoration for officers.

He is a member of the Garrison Club, and belongs to the Church of England, and has been for many years one of the wardens of the Cathedral of Quebec. In January, 1889, he was married to Grace Agnes Campbell, daughter of the late William Darling Campbell, N.P., of Quebec, and they have four children.



**HON. HENRY GEORGE CARROLL, M.P.,
OTTAWA, ONT.**

Honorable Henry George Carroll is Solicitor-General of Canada and member of Parliament for the electoral district of Kamouraska, Province of Quebec. He is a very young man to occupy the important post in the service of his country which he was called upon to fill in February, 1902. But it is not too much to say that recognition at the hands of his political leader was due to the conspicuous ability Mr. Carroll had displayed in the practice of his profession, and to his familiarity with the public affairs of the Dominion. Besides being a lawyer of note in his Province and devoting for years a considerable share of his time to politics, the subject of the present sketch is a man of literary tastes and acquirements. It is safe to say that he has not an enemy in the House, though his convictions have been firmly expressed on all the important issues that have engaged the attention of the Federal Legislature since 1891. He has not been a frequent participant in debate, but his words have invariably given evidence of reflection and study and are characterized by a never-failing breadth of view. Mr. Carroll speaks with equal fluency in both lan-

guages. His record alike in public and private life is one, in which he has every reason to feel justly proud, for in both success has always been gained by honest means. He is of Irish and Scotch ancestry, but by training and education he is French-Canadian. That is to say, he has grown up among those of French origin, and has dwelt from childhood in a community where the English tongue is not spoken. He is the son of Michael Burke Carroll and Marguerite Campbell, and was born at Kamouraska, in the Province of Quebec, on the 31st of January, 1866. He was favoured with a liberal education, first at the College of Ste. Anne de la Pocatière and later at Laval University, from which latter he graduated in 1889 with the degree of LL.B. He was called to the bar of his native Province in the same year and has since been engaged in the active practice of law. In 1891, he was called upon by the electors of the County of Kamouraska to represent them in the Dominion Parliament, an exceptional honor for a young man of but twenty-five and only two years through college. He soon showed himself, however, not unworthy of the trust and has gained re-election at the succeeding general elections of 1896 and 1900. The first five years of his career in Parliament were spent in Opposition. Since then he has shared in the success of the Liberal party. The county for which he sits is one in which the two political parties appear to be pretty evenly matched. That is to say, the majorities are small. Yet only two Conservative members were elected in the last thirty years, Mr. Roy (bye-election, 1877) and Mr. Blondeau in 1882. Mr. Carroll's majorities in his three elections have been respectively 95, 11 and 181. His opponent in 1900 was the late Mr. Linière Taschereau, K.C. When in February of 1902 Honorable Mr. Fitzpatrick was promoted from the Solicitor-Generalship to the Portfolio of Justice, it was Mr. Carroll whom the Prime Minister selected for the vacancy. He was returned by his constituents by acclamation. Although the Solicitor-General occupies no seat at the council board he is kept fully occupied in the study and preparation of cases to which the Crown is a party. He is a Roman Catholic and married in June of 1891, Amazélie, daughter of Mr. L. Boulanger, of Ste. Agathe de Lotbinière. Has been made K.C., 27th June, 1902, and doctor of laws (LL.D.) of Laval University, Quebec, 24th June, 1902. Was Crown Attorney for Kamouraska district from 1897 to 1902.

**HON. L. P. BRODEUR, K.C.,
ST. HILAIRE, P.Q.**

Louis Phillippe Brodeur, K.C., Speaker of the House of Commons at Ottawa, has enjoyed a most brilliant career, both in his chosen profession of law and in Federal politics. He is looked upon as one of the most promising figures on the Liberal side in the Province of Quebec. He is an excellent speaker, has a command of English as well as French, and is acknowledged as the possessor of many of the qualities that go to make a success in public life. Mr. Speaker Brodeur was born at Belœil, Province of Quebec, on the 21st of August, 1862, his father being Toussaint Brodeur, one of the "Patriots" of 1837. He first passed through the college of St. Hyacinthe, and having decided to adopt the profession of law, entered Laval University, there to pursue the study of that calling. In due course he graduated with the degree of LL.B., and was summoned to the bar in 1884. At first he practised with the late E. Lareau, but more recently has been associated with Hon. Senator Dandurand. The subject of this sketch has written for the press, and in 1896 was one of the editors of *Le Soir*, of Montreal. By his business-like methods he attracted when but a very young man the attention of the leaders of the bar and politics. His rise was rapid, both in his profession and in politics, in which he early took an interest. The law firm with which he is connected has one of the best practices in Quebec, and Mr. Brodeur frequently appears in appeals carried to the Supreme Court at Ottawa.

In 1891 he was elected Liberal member for Rouville County, which seat he has since retained. He took a prominent part in the work of the House from the time of his very introduction, and has always been listened to with respect when he had occasion to speak. He discussed public questions with good judgment and with a breadth of view which commended his remarks to all who listened.

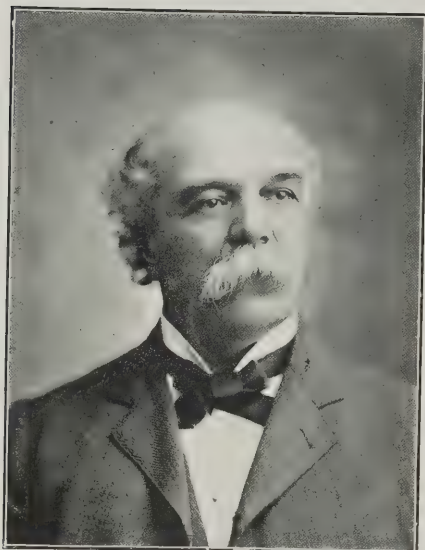
In 1896, after the Liberal party was returned to power, Mr. Brodeur was selected as Deputy Speaker and Chairman of Committee. His work in that capacity was faithfully discharged, and his elevation, in 1901, to the Speakership,



was most acceptable to Conservative and Liberal members alike. Ten years' experience in parliamentary law and practice gave him an efficient training for the functions of the post he now occupies. Besides, Mr. Speaker has from his boyhood days been an assiduous reader, and since his elevation to the Chair has been able to fortify his rulings with a knowledge of the British precedents on all points of consequence. It is no more than his rulings deserve, to say that they have been accepted by members on both sides with the best of grace as the embodiment of fairness.

Mr. Brodeur's domestic life is a most happy one. His wife, who is a daughter of Mr. J. R. Brillion, N.P., of Belœil, has been most popular in the society of Montreal, as well as in that of the Federal Capital. The Speaker's quarters in the Commons are the headquarters of that social life which during the sittings of the Federal Parliament adds so much to the enjoyment of the members' exacting life.

While not yet up to the prime of life, the subject of this sketch has attained to high place and responsibility, which has been won by the fairest of means. It is the hope of his many friends that the brightest portion of his career is yet to come.



HON. M. E. BERNIER, M.P., OTTAWA

Honorable Michel Esdras Bernier, M.P., Minister of Inland Revenue, is the youngest son of Etienne Bernier and his wife Julie Lusier, and was born at St. Hyacinthe, Quebec, 27th September, 1841. His ancestors emigrated from France and first located at L'Islet but afterwards moved to St. Hyacinthe. Mr. Bernier was educated at St. Hyacinthe College and then read law in the office of H. St. Germain, N.P., of St. Hyacinthe. Was admitted to practice in 1867. He was successful from the start and soon took in as partners Messrs. Joseph Morin and Francois Bordua. Served as Secretary-Treasurer of the Municipality and of the School Board of St. Hyacinthe from 1869 to 1874. Was and is still Secretary of the County Council since 1864 and was appointed Official Assignee for the counties of St. Hyacinthe and Bagot in 1869 and served until 1880. Was instrumental in establishing many of the manufacturing industries of St. Hyacinthe and has always contributed liberally to all enterprises for the betterment of society. He has been a Liberal of the old school since 1863 and one of the leaders in the Province of Quebec, having for his first associates such Liberal pioneers as Hon-

orable Alexander Mackenzie, Sir A. A. Dorion, Honorable Edward Blake and Honorable L. Laflamme, and for an intimate friend, Honorable Felix Geoffrion. Mr. Bernier declined for many years offers of nomination in the Liberal interest for either the Quebec Legislature or the Dominion Parliament, but in 1882 he was induced to accept nomination for the House of Commons for St. Hyacinthe against Mr. Louis Tellier, now Judge of the Superior Court of the District of St. Hyacinthe, and was elected by a good majority. He was re-elected in 1887 by a vote of 1,492 to 313, his opponent losing his deposit. In 1891 was elected over Mr. E. Brodeur by several hundred votes, and in 1896 was returned by acclamation. In 1900 he was opposed by Dr. R. A. Cartier, who had represented the county in the Local Legislature since 1892, but Mr. Bernier was elected by 1,111 majority.

Called to the Privy Council in June, 1900, Mr. Bernier was appointed Minister of Inland Revenue to succeed Sir Henri Joly de Lotbiniere, K.C.M.G., who had accepted the Lieutenant-Governorship of British Columbia, and was re-elected by acclamation. In the Department of Inland Revenue Mr. Bernier has established a perfect system for the inspection of grain in transit and has been thanked by the Corn Exchange of London, England, for improving that service, which gives satisfactory results in inspection and does not interfere with rapid transit and has had a great influence upon the trade and commerce of the Dominion in the exportation of grain. As Minister of Inland Revenue he recommended the introduction of the metric system of weights and measures which system has been adopted by all the leading producing nations in the world.

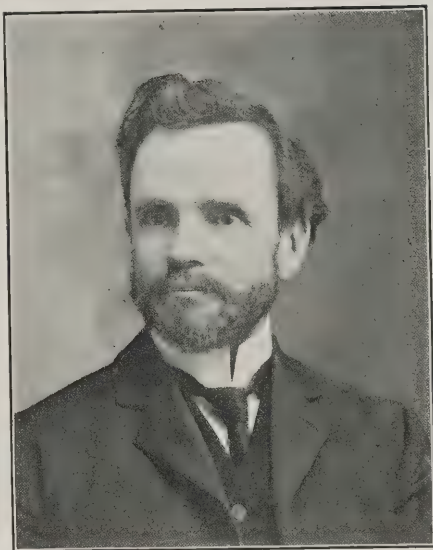
Mr. Bernier was a Director of the Agricultural Society of St. Hyacinthe for many years and President from 1884 to 1895. He was one of the Directors of the Bank of St. Hyacinthe and also of the St. Hyacinthe Manufacturing Company and shareholder in other manufacturing industries of St. Hyacinthe.

Married, 1865, Alida, daughter of the late Simeon Marchesseault, one of the "Patriots" of 1837, whose rising caused the introduction of responsible government in Canada and aided greatly in bringing about the confederation of British North America. Mr. Marchesseault, with eight other leading spirits in the movement, was transported to the Bermuda Islands in H.M.S. *Vistal* where he remained about three months, then returning to Canada.

**PIERRE RAYMOND MARTINEAU, M. P.,
MONTMAGNY, P. Q.**

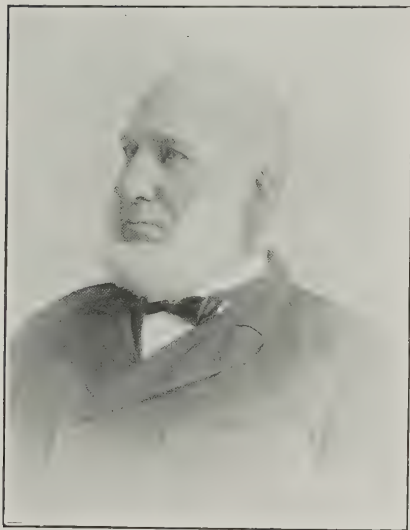
Pierre Raymond Martineau, Member of Parliament for the County of Montmagny, Quebec, is descended through both parents from French families who made their home in New France more than two centuries ago. He was born in St. Francis, Province of Quebec, on the 9th of February, 1857, his father being Louis Martineau, farmer, and his mother, Adelaide Letellier, a cousin of Hon. Luc Letellier de St. Just, ex-Governor of Quebec. Mr. Martineau was married in 1883 to Miss Marie Mella Blais at St. Pierre, Riviere du Sud, in Montmagny. His boyhood days were spent on the farm. Later he attended the parish school and the Quebec Seminary, taking a literary course through the latter institution. In 1878 he entered the Montreal branch of Laval University to study law, and after the regular course for that profession, graduated in 1881, being called to the bar in 1882. Mr. Martineau took up practice at first in Montreal and later in the town of Montmagny, where he has since made his home. He was for some years associated with Mr. P. Choquette, now Judge of the Superior Court for the district of Arthabaska. In 1888 he was appointed by the Mercier Government, Prothonotary of the Superior Court of Montmagny district, Clerk of the Crown and Clerk of the Circuit Court. This position he retained till 1896, when he resigned to take charge of the estate of his uncle, Mr. P. C. Levassuer, a merchant of St. Jean de Chailions, Quebec. At the same time Mr. Martineau went back to the practice of the legal profession, and is now counsel for the Bank Nationale of Quebec at Montmagny.

While attending Laval University in Montreal he belonged for three years to the 8th Company of the Sixty-fifth Battalion Mount Royal Rifles. Mr. Martineau has identified himself with the pulp industry in his native Province, which gives signs of development into one of the most prosperous branches of industrial activity in Canada, wherever spruce is to be had in quantity. He is one of the Directors of the Peribonka Pulp Company. He also belongs to the Directorate of the Montmagny Building and Loan Association. Mr. Martineau has been identified with the Liberal cause since 1877, supported through long years the principles which the leaders of that party expounded on the Opposition side of the House of Commons at Ottawa, and in December, 1898, was selected as Liberal candidate for the County of Montmagny on the appointment of the sitting member, Mr. Choquette, to the Superior Court Bench. His popularity and



esteem in the county was shown by his election over Mr. Wilfrid Belouin, the Conservative nominee, by a plurality of 530. He seconded the motion for an address to the Governor-General in that session, and sat as a Government supporter through the balance of that Parliament down till the dissolution in 1900. In the general election of November, 1900, Mr. Martineau was once more invited by his party to accept nomination, and carried the day once more by a majority of 215. His opponent on this occasion was Mr. Alphonse Bernier. Although the member for Montmagny has taken no active part in the debates of the House of Commons, owing to delicate health, he is most attentive to the needs of the community he represents, and regular in his attendance in the Chamber. He belongs to two of the most important committees of the Commons, that on railways, canals and telegraph lines, where the bulk of the important private bills are threshed out, and to the committee on agriculture and colonization, which each session takes the evidence of the Government experts of the Central Experimental Farm in regard to the most recent discoveries in the science of agriculture. The testimony of those who appear before this branch of Parliament is circulated in blue-book form among our farming classes and is very widely read.

He is one of the editors of *Le Courrier de Montmagny*, a weekly paper printed at Montmagny.



GEORGE T. DAVIE, QUEBEC, P.Q.

In the industrial life of the city of Quebec and the town of Levis one of the most progressive enterprises as well as one of the oldest and important industries is that conducted by George T. Davie & Sons, shipbuilders, of which the subject of this sketch is senior partner. Over 70 years ago this business was started by his grandfather, George Taylor, and has since grown to be one of the great industries of the Gulf and River St. Lawrence. That gentleman was a shrewd and far-seeing business man and perceiving the necessities of a port of the consequence of Quebec, entered upon an enterprise for the rescue and repairing of damaged vessels on the St. Lawrence route, with a success which the solid and prosperous condition of the present firm gives ample evidence. The subject of this sketch, his grandson, was born in the city of Quebec in 1828, his father being Allison Davie, a master mariner, who married Elizabeth Taylor, daughter of the late George Taylor, a leading shipbuilder of Quebec. His grandfather, George Taylor, came from South Shields on the Tyne, England, in 1808, to Canada in the service of a London shipbuilding company which had a shipyard on the island of Orleans and started

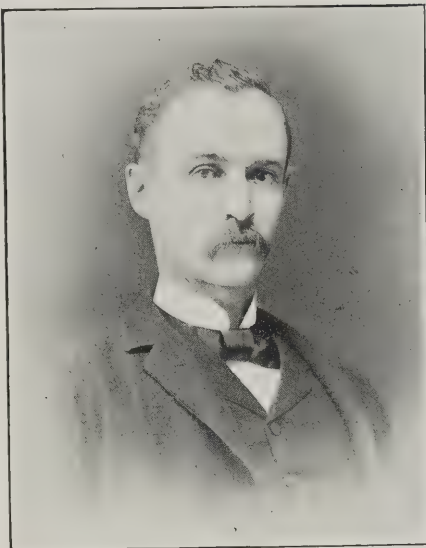
the present business in 1832. Educated at Sale's Boarding School, St. Augustine, the subject of this sketch afterwards thoroughly learned the trade of shipwright and then entered upon business on his own account. The firm of which he is the head (although he is retired now from active management thereof), George T. Davie & Sons, consisting of himself and his sons, John L., Allison C. and George D., are shipbuilders, proprietors of patent slip and floating docks for wintering and repairing vessels, owners of a powerful steam tug, *The Lord Strathcona*, and a first-class schooner equipped with modern steam pumps for the work of raising wrecked vessels; they are proprietors and managers of the Central Marine Engine Works, Marine Engine and Boiler Makers, also Repairers, etc., at Levis. This firm have built many vessels and employ from 200 to 300 hands. Actively and personally managed by his sons and partners, the firm have been conspicuously successful in raising and repairing wrecked vessels, having the vessels and a complete wreck-saving apparatus to render immediate assistance to disabled steamers and vessels on the Gulf and River St. Lawrence and have the most complete and modern appliances requisite for the raising of vessels of 15,000 tons and upwards, and are said to have the best equipped shops in the Dominion of Canada in their business. In 1897 Mr. Davie retired from the active personal management of his large business, which was assumed by his sons who, thoroughly progressive and enterprising business men, have sustained and added to the reputation already made by their father in the conduct of a business which has now assumed great proportions as the most successful wreckers in Canada, and they have maintained the high character as a reputable and honorable firm established by their father.

A member of the Masonic Order and of St. George's Society, Mr. Davie was married in 1860 to Mary Euphemia, daughter of the late Duncan Patton, of Indian Cove, an extensive lumberman.

His daughter, Mary E., is the wife of J. S. S. Boase of the Jacques Cartier Electric Company, Quebec.

ALEXANDER MACLAREN, BUCKINGHAM, P.Q.

A prominent member of the MacLaren family of Buckingham, in the Province of Quebec, a son of the late James MacLaren, noted as one of the most enterprising lumbermen of Canada, a synopsis of whose successful and business enterprise is set forth in a sketch of his son David MacLaren, embodied in this volume, and his wife Sully, Alexander MacLaren, of Buckingham, is himself a man of note in the industrial life of Canada. Born in Wakefield, Quebec, on the 27th of February, 1860, he was educated at Wakefield, Ottawa, and Upper Canada College, and at the School of Practical Science in affiliation with Toronto University, where he took the engineering course. He joined his father's business upon the completion of his academic course in 1884, and has been an active participator in the conduct of that extensive business which is now embodied as the James MacLaren Co., Limited, of which the subject of this sketch is Vice-President. Important as the interests are that Alexander MacLaren has in the James MacLaren Company, Limited, he is also deeply interested in other enterprises of magnitude. He is President of the North Pacific Lumber Co., Limited, organized in 1890, and capitalized at \$500,000, with mills at Barnet, British Columbia, employing in the mills alone from 190 to 200 men, and having 90,000 acres of timber limits containing some of the finest fir and cedar in the Western Hemisphere. This company manufactures the extra long and large Douglas fir square timber for bridge work, docks, piling, canal and scow work, and which is exported throughout the world. The Company's mill is located nine miles from the city of Vancouver, B. C., on Burrard Inlet and the Canadian Pacific Railway, and the largest ocean vessels can load at the mill docks. The mill is peculiarly well adjusted for supplying the timber trade with the Philippines, Australia



and the Orient. Over 25,000,000 feet of sawed lumber from this mill is shipped yearly to Manitoba, the Northwest Territories and the United Kingdom, and about 30,000,000 cedar shingles are also manufactured in the Company's mill annually. The subject of this sketch is also a Director of the Keewatin Power Co., Limited, with \$1,000,000 capital, developing a water-power of 60,000 horse-power on the Lake of the Woods, Ontario. He owns and operates at Wakefield, Quebec, a general store, a flour mill and a woollen mill, employing 40 hands in the woollen mill. He is a devoted horseman, and has a stock-farm at Buckingham, where he has engaged in the breeding of American standard bred trotting horses. He is the Alexander MacLaren, Buckingham, Que. p265 sole owner of "Larabie the Great," with a record as a three-year-old of 2.12¾. His stable has been very successful on the American turf.

He is a member of the Ottawa Board of Trade and of the Rideau Club. A Presbyterian, he married in 1898 Annie Fletcher Reid, and has a family of four children.



ALBERT MACLAREN, BUCKINGHAM, P.Q.

As President and Managing Director of the great lumbering interests at Buckingham, of his father, the late James MacLaren, now incorporated under the name of the James MacLaren Company, Limited, Albert MacLaren, of Buckingham, in the Province of Quebec, is necessarily a prominent man in the industrial life of Canada. But not on account of inherited interests or family connections alone is the subject of this sketch a man of note in an industry to which the progress and wealth of Canada owes so much. Mr. MacLaren is also a director of the North Pacific Lumber Company, Limited, of Barnet, British Columbia, manufacturers of fir and cedar lumber, laths, pickets, shingles, etc., and through his own strong personality is a factor in the lumber industry of his native land. The son of the late James MacLaren, of Buckingham, a synopsis of whose life is given in the sketch of David MacLaren, his brother, included in this volume, and of Ann Sully, his wife, was born at Buckingham, in the Province of Quebec, on the 16th

day of July, 1870. He was educated in his birthplace, and at Upper Canada College, Toronto, until 1888, when he entered the offices of his father, and in the succeeding years acquired a thorough knowledge of the manifold interests of his father's large lumber business. Upon the formation of the company he was elected President and Managing Director of the James MacLaren Company, Limited, now operating two extensive sawmills, planing mills, etc., by steam and water power at Buckingham, having an output from 25,000,000 to 30,000,000 feet of lumber annually. The product of these mills is sold in the United States, Great Britain and Canada. These mills employ 400 men during the summer months, and from 1,200 to 1,500 men during the winter. The James MacLaren Company, Limited, has 2,600 square miles of timber limits in the Province of Quebec, and other interests. The late James MacLaren and the present James MacLaren Company have since 1864 been exporters to England of square and sawed lumber, timber, etc. The James MacLaren Company began in 1901 the erection of a \$300,000 pulp mill, which began operations in 1902, producing 70 tons of dry weight ground wood-pulp daily, which is sold in the United States and England. This pulp mill, considered one of the most complete in the world, employs men by day and by night, and the James MacLaren Company has an almost inexhaustible supply of pulp-wood on its extensive limits to draw upon.

A Presbyterian in religion and a Liberal in politics, Mr. Albert MacLaren was married in 1894 to Lillian Edith Moody, of Terrebonne, Quebec, and has a family of four children. He resides in Buckingham, and personally supervises the management of the great interests of which he is the official head. Mr. MacLaren also owns the lighting plant of Buckingham. While a Liberal in politics he has never sought political preferment. Public-spirited, Mr. MacLaren is, however, earnestly concerned in matters of national and municipal importance.



**R. M. S. MIGNAULT, M. P.,
ST. M. D'YAMASKA, P. Q.**

Roch Moise Samuel Mignault, who has represented the electoral district of Yamaska in the Federal Parliament at Ottawa since the general election of 1891, is a native of the city of Montreal. He was born there on the 5th of February, 1837.

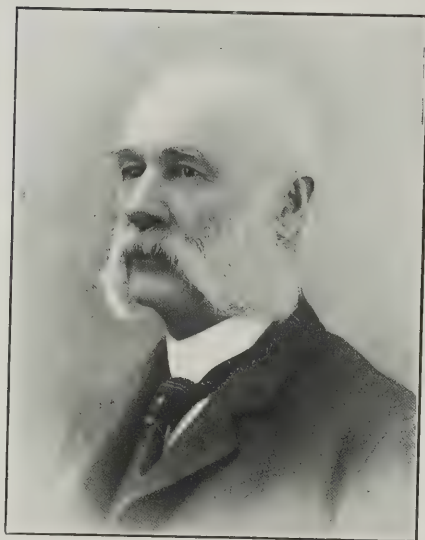
The family from which he is descended emigrated to this country from Chatillon in La Seine Department of France. The subject of this sketch was brought up in his native Province and educated at the College of L'Assomption, which has given Canada some of its most eminent public men, including our present Prime Minister, Sir Wilfrid Laurier. He served a course to fit him for the practice of medicine and has followed that profession for many years in the community in which he still resides. Being possessed of ability and ambition which soon brought him into public notice, Dr. Mignault was called upon to serve in the Municipal Council of St. Michael d'Yamaska, and later was chosen Mayor of that place. His record in the past is one that does him great credit. In politics he gave his firm adherence to the principles for which the Liberal party contended, and in 1891 was invited to accept nomination for the House of Commons at Ottawa. The county was one that had returned a Conservative member ever since the general election of 1872; but Dr. Mignault's popularity with the electorate, and the arguments he was able to put forward won the day, and he was declared elected by a majority of 170 votes. The member for Yamaska tendered a loyal support to the leader of the Opposition, Honorable Wilfrid Laurier, and after five years on the left-hand side of the House was elected in 1896, and had the pleas-



ure of seeing his party borne into office by a comfortable majority. Dr. Mignault was one of those who assisted in the exposition of the Liberal party's stand on the Manitoba School Question, which was endorsed in no uncertain way by the electorate of that Province. He was once more endorsed by the County of Yamaska in the general election of 1900. Dr. Mignault has taken no active part in debate, but his time has been given to the interest of the constituents he has the honor to represent. He is a faithful attendant upon the sittings of the Commons and of the committees to which he belongs. He firmly believes in the wisdom of the policy propounded by the Administration of Sir Wilfrid Laurier, and tenders to that Government a share of the credit for the unexampled prosperity which the Dominion of recent years has known.

He is a Justice of the Peace, in religion a Roman Catholic and is a bachelor.





GEORGE BALL, M.P., NICOLET, P.Q.

George Ball, of the town of Nicolet, is a member of Parliament for the electoral district of Nicolet. He is a native of Champlain, in the same Province, and was born on the 11th September, 1838. His father, Reuben Ball, died when the subject of this sketch was but a lad. His mother was Miss Faltie Fontaine. The member for Nicolet is therefore of Scotch-French ancestry, and is possessed of many of the chief traits of both these nationalities. A lifetime, however, spent in a community where French is almost exclusively spoken, has made him much more familiar with that tongue than with English. As a lad he attended the schools of the parish in which he was brought up, and was for a time attendant at the commercial school in the town of Nicolet. Early in life he found employment in the lumber business, and worked up to the position of Manager, in which he served with several large companies. In 1878 he had command of sufficient capital to engage in the industry on his own account. He accordingly purchased a saw-mill in Nicolet, which he soon operated at a gross profit. By devoting his undivided attention to his business interests his venture thrived till he is now recognized as one of the largest operators

in timber in that part of Canada. It was hard work which gave Mr. Ball his start in business, and it was this same industrious nature that won each successive step in his progressive career.

He was recognized by his fellow-townsmen as one qualified to guide the interests of the community. He was accordingly elected Mayor of the municipality, and served therein for the space of eighteen years. In that capacity he was able to accomplish much for the advancement of the town's interest, and won the complete confidence of the ratepayers by his honesty and economy in management. He is a man who has taken quite an interest in the welfare of the Conservative party, to whose policy he ascribes the satisfactory progress that Canada has made. He for years has been a worker in that cause in his own county, and in 1897 had the honor of being invited to contest the constituency for the Local Legislature at Quebec. He won out, and after serving in the Assembly at the Provincial Capital till 1900 was selected as Conservative candidate in Nicolet for the House of Commons at Ottawa. It was known that the Opposition cause was far from strong in that Province, and the results showed successes for the Government of Sir Wilfred Laurier all over Quebec, but Nicolet county proved steadfast in its adherence to Conservative principles. Mr. Ball was elected by 141 majority, and has since represented the district on the Opposition side of the Chamber. The county of Nicolet, it might be remarked, has been represented by a Conservative in every Parliament since Confederation, with the exception of that beginning with 1891, when the Liberal nominee, Mr. LeDuc, carried the seat by a margin of 250 votes. Mr. Ball has proven a good representative. He watches faithfully all questions before the House and the Committees affecting the section of Quebec with whose interests he is especially charged. The member for Nicolet was one of those who lent their financial assistance toward the construction of the South Shore Railway system, which was desired to give another line between Quebec and Montreal, passing through the counties that border on the southern shore of the St. Lawrence. That enterprise is not yet carried through in its entirety, but is likely to be accomplished very shortly. The district through which it passes includes some of the best farm land in the Province.

The subject of this sketch was married on the 20th of July, 1864, to Miss Eliza Thurber, daughter of Lieut.-Colonel James Thurber, of Ste. Croix, Quebec.

J. C. BLOUIN, M. P. P., LEVIS, P. Q.

Prominent both in the political and industrial life of the Province of Quebec, before middle age, J. Cleophas Blouin, of the town of Levis, in the Province of Quebec, is an example of the success that may be obtained by conscientious work and untiring and ambitious perseverance even in Conservative Eastern Canada. Born at Levis on the 19th of February, 1864, the son of Jean Baptiste and his wife Adelaide Foquet, his paternal ancestors coming to Canada from France about the year 1668, he was educated at the schools of his native town and at Levis College, where he followed the commercial and educational course until the age of twenty-two. Leaving college and desirous of thoroughly learning the business he intended to follow through life, he went to work as an employee in the tannery of his father, who had instituted it in Levis in 1842 and had been engaged in the manufacture of leather for over half a century. Learning the business thoroughly, even in its smallest and most unpleasant details, he, upon the death of his father in 1894, took entire charge of the business. In September, 1897, he began in a small way the manufacture of shoes, employing at the outset only two men. The business slowly but surely grew greater, and since that time he has built his present commodious factory and employs 150 workmen, who manufacture a staple line of boots and shoes which are principally marketed in the western Provinces of the Dominion. The firm of J. B. Blouin & Son, manufacturers of boots and shoes, Levis, Quebec, of which the subject of this sketch is the owner and manager, is particularly noted for the manufacture of hand-made hemlock and oil-tanned moccasins, the father of Mr. Blouin having made a specialty of the manufacture of the hemlock-tanned leather for over fifty years, and which is considered the best in Canada. Conspicuous in business circles, he has been Vice-President of the Levis Board of Trade since 1898. In 1900 he was appointed a Director of the Board of Arts and Manufactures of the Province of Quebec, which has charge of the night schools for the



education of boys and girls in mechanical lines. This Board was established in 1870.

Mr. Blouin has been closely identified with the Liberal party since 1884 and in 1896 was one of the organizers of the Laurier Club of Levis, and upon its organization was made Secretary, which he has been ever since. In October, he, as the Liberal candidate, was elected by acclamation to the Quebec Legislature for Levis County.

A Roman Catholic, he was married in 1887 to Louise, daughter of Alex. Thomas, at Levis and has five children. Interested even as a boy in political affairs, Mr. Blouin, although the manager of a large and important industry, with consequent demands upon his time and attention, is an active worker and organizer on behalf of Liberalism in the Province of Quebec. But even his interest in politics and in the management of his large business does not interfere with his generous activity on behalf of the industrial education of the youth of his native Province, upon which the future of our country and the progress of its industries depend.

Residing at Levis, he is a factor in its life.



JOSEPH GOSSELIN, LEVIS, P. Q.

Prominent as a business man in the Province of Quebec, and one of the most enterprising contractors and manufacturers of the town of Levis, Joseph Gosselin was born in the parish of St. Nicholas, Quebec, on the 18th of February, 1846, on the farm of his father, Benjamin Gosselin, whose wife was Marie Bourassa. He is a member of the well-known French-Canadian family of Bourassa, which came to Canada from France in the year 1641. Educated at the schools of his native parish until the age of fourteen, he worked with his father until the age of twenty-three, when he bought the family homestead and cultivated the same until the year 1873. While farming he at the same time worked for a year in order to obtain a knowledge of carpentry. In the year 1873 he moved to St. Henri, in the same Province, and with \$3,000 secured a building contract entailing the expenditure of \$30,000, and made \$5,000 within ten months on the transaction. Securing a \$70,000 contract he removed to Riviere du Loup, where he carried on business as a contractor for five

years, and then resided and engaged in the contracting business in St. Joseph Beauce for three years. In the year 1881 he removed to Levis, where he has since resided, and began the manufacture of sash, doors, blinds, mouldings, etc. During the years 1892-3 he opened and operated a large lumber yard at Levis. In the years 1891-2 he entered into building contracts amounting to \$300,000, including the depot of the Intercolonial Railway Company, costing \$50,000. Mr. Gosselin has been the contractor in the erection of many prominent buildings in the eastern part of the Province of Quebec, including the Roman Catholic Cathedral at Rimouski, the Montague Allan Lodge at Cacouna, the Court House at Rimouski, St. Patrick's Church at Riviere du Loup, and the Normal School for the Province of Quebec, in the city of Quebec.

Interested in public affairs he has been a consistent Liberal for thirty years, and has been a member of the City Council of Levis since the year 1898, of which he has been Chairman of the Water and Sewage Committee, and is also a member of the Levis Board of Trade.

A Roman Catholic in religion, he was married at St. Nicholas, Quebec, in 1871, to Odile, daughter of Jean Baptiste Aubin. Of his children, Joseph is a superintendent of building operations in his father's business; Noel is superintendent of the factory; Alfred is cashier in the contracting department; Albert is a student at St. Joseph's College, Memramcook, New Brunswick, and Quis is a student at Levis College, and he is also the father of eight girls. The business interests of the subject of this sketch are not only of great importance to the city of Levis, but in both the carrying out of building contracts throughout the Province of Quebec, and in the large factory at Levis, the transactions cover a considerable portion of the eastern part of the Province of Quebec. The lumber yard in its retail business alone carries over 200,000,000 feet of lumber. A keen business man and at the same time a public-spirited citizen, Mr. Gosselin is a considerable factor in the progressive life of Levis.

HON. J. B. R. Fiset, M.D., RIMOUSKI, P.Q.

Honorable Jean Baptiste Romuald Fiset, M.D., Senator of the Gulf Division, Rimouski, has long been one of the best known Liberals in the Province of Quebec. He was born at St. Cuthbert, Quebec, on the 7th of February, 1842, the son of the late Henri Fiset, gentleman farmer and Justice of the Peace in St. Cuthbert, county of Berthier, P.Q.

In 1868 he married Aimée, only daughter of the late Honoré Plamondon, of the city of Quebec, and niece to the late Honorable Justice M. A. Plamondon, of Arthabaskaville, P.Q.

He received a classical education first at Montreal College and later at the University of Laval.

Mr. Fiset graduated from the latter with the degree of M.D. in 1868.

He began the practice of medicine in Rimouski, of the county of that name, and succeeded in building up for himself a very large connection.

His standing in the profession has been recognized by appointment to the Board of Governors of the College of Physicians and Surgeons at Quebec, of which he is one now of the 200 Governors.

He became Surgeon of the 89th Battalion of the Canadian Militia in 1869, and in 1895 became Surgeon-Major, after having passed the Military School, Quebec, and obtained his grade of Captain. His standing in the community induced the citizens of Rimouski to elect him Town Councillor and later Mayor.

Mr. Fiset has always been known as a supporter of the Liberal party. He was a believer in the political principles for which that party stood and had confidence in the ability and worth of its leaders. In 1872 he was called upon by his fellow-Liberals to stand for election for the Local Legislature. Though unsuccessful, he was nominated for the House of Commons. Victorious on this occasion, he retained the confidence of the county until 1882. In 1878 he defeated Hon. Mr. (afterwards Sir Hector) Langevin, being then the only Liberal member elected from Gaspé to Quebec.

In the next general election Mr. Fiset was unsuccessful. For the general election of 1887



he was once more chosen a member for Rimouski by the decisive majority of 567. In 1891 his opponent was Sir Adolphe Caron, who was elected. In 1896 Mr. Fiset was again the Liberal candidate and was elected. He represented Rimouski till October 20th, 1897, when his leaders honored him with an invitation to the Senate which he accepted. Mr. Fiset has proven a useful member of the Upper Chamber. He has had a quarter of a century's experience in the public life of the Dominion, is familiar with the legislation of that period and able to give an intelligent vote on whatever changes are proposed. He has also given close attention to the private bills presented from time to time and is a member of a couple of the more important committees. His record in the Federal Parliament has been most honorable. He has hosts of friends on both sides of politics, and a very wide acquaintance in Rimouski, which he has covered again and again in the course of his electoral campaigns.

Senator Fiset has a family of eight, five boys and three girls. His eldest son is practising as a lawyer in Rimouski, belonging to the well-known firm of Tessier & Fiset.

Another of his sons is Surgeon-Major Fiset who served with such distinction in South Africa.



J. EDMUND ROY, F. R. C. S., LL. D.,
LEVIS, P. Q.

Seldom does one man occupy a prominent position in two such apparently different divergent paths as manufacture and letters. J. Edmund Roy, of Levis, in the Province of Quebec, is not only a *litterateur* of note, the editor of *Le Premier Colon de Levis* and several other historical works, but is also the financial administrator of the influential firm of Carrier, Laine & Company, the largest dredge and hoisting engine builders in Canada and manufacturers of stoves, caldrons, kettles, plows, hay-racks and castings of all kinds. The son of Leon Roy, a Notary of Levis, whose ancestors were Huguenots of note who emigrated to Canada from Dieppe in France in 1663 and Marguerite LaVoye, his wife, he was born at Levis on the 7th of December, 1858. Educated at the Seminary of Quebec and Laval University, he graduated in 1880 with the degree of LL.D. and began the practice of his profession as Notary at Levis, where until 1885 he was also editor of *Le Quotidien*. He early became distinguished not only among his compatriots for works of literary and historical value, but throughout the French-speaking world. In 1885 he was presented with a

special Diploma of Merit by the Government of France. In 1887 he was elected member of the Royal Society of Canada. In 1898 Laval University conferred upon him the degree of LL.D. In 1894 he was decorated as an "Officer of the Academy" by the French Government. In politics he took an active and early interest and in 1882 and 1885 was the successful Conservative candidate for the Quebec Legislature and in 1897 was the Conservative nominee for the Commons for Bellechasse county without success. In 1894 he was elected Mayor of Levis, which office he held successively for five years, when he declined further nomination.

As Mayor he was largely instrumental in securing for Levis the Intercolonial Railway Depot and in settling satisfactorily the prolonged litigation between Levis and the Grand Trunk Railway. The firm of Carrier, Laine & Co., of which Chr. Henri Carrier is the general manager, was established in 1864 by Charles William Carrier and began business as manufacturers of farm implements. At present they are mechanical engineers, boiler makers, machinists, shipbuilders, contractors, but are probably best known as builders and equippers of mechanical pulp plants and ship and dredge builders. They have built and equipped the Jonquieres Pulp Company, Chicoutimi Pulp Company, Ouatchouan Pulp Company, Peribonka Pulp Company, Sessibo Pulp Company, John Ford & Company, Pulp & Paper Plant, Portneuf, Point Rouge Pulp & Paper Plant, Canadian Pulp Company, St. Raymond, A. J. Morrill Pulp & Paper Plant, Danville, and others. This firm has constructed for the Government and others over 20 large steel and wooden dredges since 1880 and built wooden tugs, yachts, etc., structural iron work, marine and stationary engines. They equip complete sawmills and special contractors' plant. In connection with their large business they have branch offices at Montreal, Quebec and St. John, N.B., and employ over 400 men. Mr. Roy is also Publisher and Editor of the *Notarial Review*, the official organ of the Board of Notaries of the Province of Quebec.

Married to Lucienne, daughter of Antoine Carrier, he has been financial adviser of the Board of Control of the Catholic Parish of Levis for 20 years, was Secretary of the School Board of Levis from 1885 to 1900 and Secretary of the Permanent Building Loan Society 1885-1899.

J. A. ROUSSEAU, ST. ANNE DE LA PARADE, P.Q.

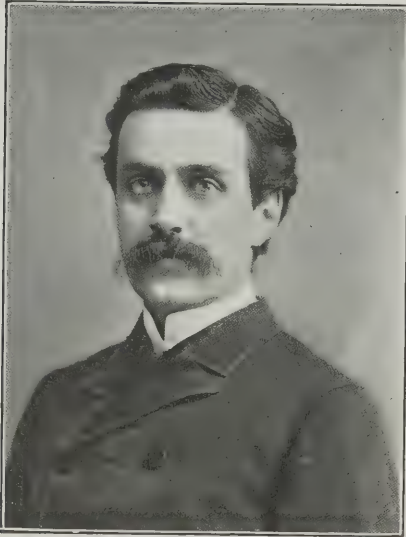
Jeffrey Alexandre Rousseau, Member of Parliament for the electoral district of Champlain (Liberal) has the distinction of sitting in the National Assembly for a county which, up to his election in 1900, has never since Confederation returned any other man than a Conservative representative. Lt.-Col. Rousseau is what is commonly known as a self-made man. That is to say, what success he has had in life has been gained altogether by his own industry and ability, and he is to-day one of the most prosperous individuals in the rich district in the Province of Quebec from which he hails. His opponent in the election of November 7th, 1900, was Dr. Marcotte, Conservative, who sat for the constituency in the previous Parliament. The county was formerly represented by Hon. J. J. Ross, at one time Premier of the Province and later member of the Senate at Ottawa.

Lt.-Col. Rousseau was born at St. Anne de la Parade, on the North Shore Line between Montreal and Quebec, on the 22nd of December, 1851, his parents being Alexandre Rousseau and Anastasia Proteau. He was educated at the Brothers' School in Quebec and at Bishop's Academy, Montreal. His boyhood days were spent upon the farm. On the 23rd of November, 1896, he married at St. Genevieve de Batiscan, Miss Corinne Dufresne, daughter of G. H. Dufresne, Registrar. At twenty-five years of age he entered into business for himself, having no money of his own. Success has crowned every venture to which he lent his countenance, so that to-day his capital is over a quarter of a million dollars, while the business he possesses is established upon a most solid footing. He was Manager of the Banque Jacques Cartier at St. Anne de la Parade when that institution closed its doors. To-day the business in which he is engaged includes farming, banking, lumber manufacturing, match-making and general store-keeping. The first honor which he gained in the hands of his fellows was in the local Council. He was continuously Mayor of that Municipality from 1889 till 1896, a tribute to the efficiency and honesty of his administration. The subject of this sketch



has also had a long and honorable career in the militia service of Canada, rising to the rank of Lieutenant-Colonel, commanding a regiment of infantry, the Fourth Chasseurs Canadiens. In 1870 he turned out for the defence of Canada against the Fenian Raid, and wears the medal given for that service. In 1901 he gained by his long connection with the Canadian Militia the medal which is presented by the Imperial Government to those who have spent twenty years in the volunteer forces. For many years he has been considered one of the most representative men in the county where he resides, and at the general election of November, 1900, was picked upon by his friends and fellow-Liberals to uphold a cause which was almost in the nature of a forlorn-hope. As already said, he carried the day by the comfortable majority of 337 votes, and has since represented that electoral district in the House at Ottawa. Lt.-Col. Rousseau has devoted a large part of his time and attention to the representative duties with which he is charged. He has taken an intelligent part likewise in the duties of the House and of the committees to which he belongs.

He is a Roman Catholic. Lt.-Col. Rousseau is the head of a family of five children, Aurore, Regine, Melville, Corinne and Jacques, all young.



**HON. LOUIS PHILIPPE PELLETIER, K.C.,
LL.D., M.P.P., QUEBEC, P.Q.**

A man distinguished in the political life of Quebec, and of high standing at the bar is the Honorable Louis Phillippe Pelletier, LL.D., M.P.P., and King's Counsel. The son of the Honorable T. P. Pelletier, a member of the Legislative Council of the Province of Quebec, and Caroline Casault, his wife, a sister of the Honorable Sir L. N. Casault, Chief Justice, he was born at Trois Pistoles in the County of Temiscouata, Quebec, on the 2nd of February, 1858. Educated at St. Anne's College, where he graduated in literature and science in 1877, he entered Laval University where, taking the law course, he graduated in 1880, and was awarded the Marquis of Lorne and Princess Louise gold medal for highest efficiency in the three years' course. At the same time he obtained the degree of Licentiate of Law. Immediately he began the practice of his profession in the city of Quebec in partnership with the Honorable J. Blanchet, now elevated to the King's Bench, and subsequently with the Honorable G. Amyot. The present firm of Messrs. Dronin, Pelletier & Baillargeon, of which Mr. Pelletier is a member, was formed in 1897. Mr. Pelletier is solicitor in Quebec

for the People's Bank of Halifax, the Hochelaga Bank, the Provincial Bank, the Quebec R. R. Light & Power Co., the Manufacturers Life Insurance Co., the Crown Life Insurance Co., etc.

Mr. Pelletier's entry into the political arena of his native Province was at an early age, and in the same year he began the practice of the law he was the National Conservative candidate in Temiscouata County for the Local Assembly, but was unsuccessful. In 1887 he was again the National Conservative candidate in Three Rivers and was defeated by the powerful leader of the French-Canadian Conservatives, Sir Hector Langevin, by only ten majority. In 1888 he was appointed a member of the Legislative Council of his native Province. Resigning his seat in the Legislative Council in 1889, he offered himself for election to the Provincial Assembly, in the County of Dorchester, and was returned by acclamation. At the general elections for the Province of Quebec, in 1890, he was re-elected for the same constituency by over 1,000 majority. In December, 1891, he became Provincial Secretary and Minister of Public Instruction in the De Boucherville Government. In 1892 he was re-elected as a Conservative by a majority of 1,408. Upon the resignation of the De Boucherville Government, Mr. Pelletier was offered the same Cabinet position held by him in the new Government formed by Honorable Mr. Taillon. Accepting, he was Provincial Secretary and Minister of Public Instruction of the Province of Quebec until 1895, when he became Attorney-General in the Flynn Administration until its dissolution. In the Provincial general elections of the years 1897 and 1900 he was re-elected by his faithful constituents of Dorchester.

Mr. Pelletier is President and Solicitor of the Canadian Electric Light Co., having a \$500,000 electric light plant at Chaudière Falls, Quebec, and furnishing light to Levis and adjoining municipalities, also President of the Chaudière Falls Pulp Co., which is erecting a pulp mill at Chaudière Falls with a capacity of 50 tons of dry pulp daily, the water-power being over 7,000 horse power. Last year Laval University conferred upon him the degree of LL.D.

A Roman Catholic, he was married in 1883 to Adele, daughter of Simeon Lelievre, Advocate, of Quebec.

JULIEN EDOUARD ALFRED DUBUC
QUEBEC, P. Q.

Among the enterprising business men of the Province of Quebec, and a man although young in years already prominent in the progressive development of the eastern portion of that Province, is Julien Edouard Alfred Dubuc, of Chicoutimi. Born at St. Hugues in the county of Bagot, in the Province of Quebec, the son of Joseph Alfred Dubuc, a merchant of Sherbrooke in the same Province, and Marie Blanchard, his wife, his ancestors, both paternal and maternal, came to Canada in the 16th century from France. His parents moved to Sherbrooke when he was a child of three years of age, where he attended the Sherbrooke Seminary and took the classical and commercial courses. At the age of 16 he became junior clerk in the Sherbrooke branch of the Bank National, rising through the several subordinate positions of the Bank to that of accountant. Transferred in 1892 to Chicoutimi, he was appointed Manager of the branch in that town. Resigning that position in 1897, he accepted the responsible position of Managing Director and Secretary of the newly organized Chicoutimi Pulp Co. Soon after his arrival at Chicoutimi, Mr. Dubuc, observing the immense unused water-power of the Chicoutimi River and shrewdly considering its future possibilities, purchased some of the lands controlling the utilization of the said power. In 1896 he became principal owner of the Chicoutimi Water-power Company, which had been organized by Mr. Guay. In the years 1895-1896 he was one of the chief promoters in organizing the present Chicoutimi Pulp Company, first organized with a capital of \$50,000, afterwards enlarged and the capital increased to \$500,000 and which has now the largest mechanical pulp plant in Canada, producing 300 tons of wet pulp per day and employing 400 men during the summer months and about 800 men during the winter. This Company controls the immense water-power of the Chicoutimi River and uses about 15,000 horse-power in their two plants, with double the amount of power un-



used, and owns a tract of 700 square miles of pulpwood lands which are held in reserve. The product of these pulp mills is sold in Great Britain, through the Company's London agents, Messrs. Becker & Co. Mr. Dubuc makes two trips a year to Europe in the interests of the Company and has succeeded in building up a good market in the cities of Manchester and London, in England, for the products of the Company's mills.

Mr. Dubuc is President of the Chicoutimi Waterworks and Electric Company, which owns and operates the waterworks, the electric light systems of the town of Chicoutimi and the telephone system of both Chicoutimi and Lake St. John counties, having 185 miles of telephone line throughout the district.

Mr. Dubuc is a Roman Catholic in religion and is not a political partizan, believing in supporting the policy of the party conducive to the best interests of Canada.

Married in 1892 to Amie Marie Palardy, daughter of Dr. J. M. Palardy at St. Hugues in the Province of Quebec, he is the father of two children.



ETIENNE DUSSAULT, LEVIS, P. Q.

Among those engaged in the lumber and stevedore industry which has done so much for the commercial advantage of the city of Quebec, and have become prominent in the industrial life of Canada thereby is Etienne Dussault. Born on 21st of May, 1844, in the city of Levis, in the Province of Quebec, the son of Magloire Dussault of the city of Quebec, and his wife Adelaide Duchesqueny, he is a descendant of the Dussault family, who came from France to Canada in the seventeenth century, and is a type of the Canadian of French extraction whose enterprise and shrewd practical common-sense have done so much for the industrial prosperity of Canada in the development of her timber and mineral resources. Educated at the local schools and at Levis College until the age of 14, he started a ferry between Levis and Quebec, having earned sufficient money to build a row-boat. Successful in his venture he built other boats and in three years was employing ten men and operating a ferry day and night across the St.

Lawrence. At the age of 19 he became a master stevedore and began to take contracts for loading and unloading ships, both at Quebec and at Levis, and during the first year employed 32 men continuously during the shipping season. Mr. Dussault still continues the business of a contracting stevedore, and now employs from 100 to 250 men, according to the season. For 40 years he has carried on this business and during some seasons employed as many as 500 men at Quebec and Levis. From 1870 to 1873 he operated a line of tugs and sailing vessels in the Gulf and River trade. In 1875 he secured a Government contract to fill in crib-work at Quebec, and a contract for a new wharf at Rimouski, in the Province of Quebec, at the contract price of \$60,000. Successful in his contracts he has since that date built many piers, wharves and bridges, under contract with the Federal Government of Canada, among which may be mentioned the new wharf at Levis costing \$100,000, and the wharf at Cram Island now under construction. Mr. Dussault usually employs about 160 men on Government contracts and from 150 to 250 men as a contracting stevedore during the season at Quebec and Levis.

A Roman Catholic in religion and a Liberal in politics, Mr. Dussault is not a seeker after political preferment, and beyond being a Justice of Peace in and for the Province of Quebec and a representative of St. Lawrence Ward in the City Council of Levis for 13 years, where for a year he was Chairman of the Fire and Light Committee, he has largely devoted his time to the management of his large business and, beyond his interest as a private and patriotic citizen, has not sought political office. The present firm of Dussault & Lemieux was formed as contractors, and stevedores in 1900, owning and operating a saw-mill at Beauce, in the Province of Quebec, since 1891, and employing 100 men, and exporting the lumber to Great Britain and the United States.

Married in 1881 to Marie C. Nadeau, at Levis, he has twelve children.



ERNEST ROY, M. P. P., QUEBEC, P. Q.

Among the younger men of prominence in the public and professional life of the Province of Quebec, a man who in the first decade of his manhood has already attained distinction is Ernest Roy, of the city of Quebec. The eldest son of Nazaire Roy and Rose Therien, of two old Canadian families of French origin, his grandfather, Captain Andre Roy, being aide-de-camp during the American invasion of Canada in 1812, and remaining in Canada, afterwards becoming an officer in a Canadian regiment, he was born on the 3rd of October, 1871, at St. Vallier, in the county of Bellechasse, Quebec. Educated at his birthplace until the age of sixteen, he entered Quebec Seminary in the year 1887, taking a classical course and working on farms during vacation in order to pay the expenses of his college course, graduating in the year 1895 with the degree of B.A. In 1895 he entered the Law Department of Laval University, Quebec, graduating in June, 1898. In the same year he was admitted to the bar of the Province of Quebec. As a student at Laval, he paid the expenses of his University course by working as a stenographer and typewriter during the time he was pursuing his studies. Since 1896 he has been Quebec correspondent for the great French-Canadian newspaper, *La Patrie*, of Montreal, and in 1900 was elected Honorable Vice-President of the Quebec Press Club. From May, 1897, to November, 1900, he acted as private secretary for the Hon. A. Turgeon, then Minister of Colonization. From September, 1898, to February, 1901, he was a member of the law firm of Turgeon, Lachance & Roy, Quebec, when the present firm of Roy & Bergeron (it is now the firm of Roy & Simard), 72½ St. Pierre Street, Quebec, was formed. Successful from the outset in his profession, Mr. Roy as early as 1892 became interested in the political questions of his country and Province, and during the general elections of 1896 he made his debut as a political speaker, which has subsequently brought him considerable reputation throughout his native Province. In 1897-98 and 1899 he was one of the most



active advocates of the policy of the Liberal party throughout the Province of Quebec. In 1900 he was the successful organizer of the Liberal party in Montmagny county, in the interests of P. Martineau, the Liberal candidate for the House of Commons, who was elected by a majority of 235. On November 30th, 1900, he was the nominee of the Liberal party as a member of the Provincial Assembly for the county of Montmagny, and was elected by acclamation. His gifts of eloquence are of wide reputation throughout the Province, and his services to the Liberal party, even as a young man, were of such consequence that he was selected by the Liberal members of the House to move the reply to the Speech from the Throne during his first session in the House of Assembly. Strongly interested in the questions of colonization, roads and of education, he is an active and influential member of both the Private Bills and the Railways Committees of the House of Assembly of Quebec.

A Roman Catholic in religion, he was married on the 27th of September, 1897, to Marie M. Godbout, and has three children.



JOSEPH DOMINIQUE GUAY, QUEBEC, P. Q.

Prominent in the agricultural and dairying industries of the Province of Quebec, Joseph Dominique Guay is also one of the most energetic and enterprising manufacturers that are at the present time taking advantage of the natural resources of that Province to exploit its manufacturing interests. To Mr. Guay, young in years though he may be, Eastern Quebec owes much for the energetic initiative which conceived and carried out the utilization of the enormous water-power at Chicoutimi, and for the public spirit displayed by him in the municipal and political affairs of his native town. Born on the 14th of April, 1866, in Chicoutimi, the son of John Guay, a lumber and general merchant of Chicoutimi, who was one of the first settlers of that town, and his wife, Marie Amelia Tremblay, sister of the Hon. P. A. Tremblay, at one time member of the House of Commons for Chicoutimi, and afterwards of Charlevoix, a notable Liberal leader of the Province of Quebec, he was educated at Chicoutimi College until the age of sixteen, when he proceeded to Laval University, Quebec. In 1883 he entered the law office of J. A. Gagné, of Chicoutimi,

and followed the study of law for three years. In 1884 he was given charge of the estate of his late father, who died in 1880, and has continued in business in Chicoutimi until the present time. In the management of the paternal estate the tendency of his mind to business achievement developed, and, with his legal training, resulted in his being one of the shrewdest and most enterprising business men of his native Province. He is Vice-President and Director of the Chicoutimi Pulp Company, possessing the largest pulp plant in the Dominion of Canada, and a Director of the Chicoutimi Water Power and Electric Light Company. He is deeply interested in the development of an industry which in its infancy shows every indication of being a source of great wealth to Canada in the near future. Enjoying the confidence of his fellow-citizens he was elected Mayor of Chicoutimi, as the improvement or business man's candidate, in 1895, and has held that office ever since.

As Mayor he was the chief factor in the establishment of a complete system of waterworks in Chicoutimi. To no one is greater credit due for the utilization of the great water-power of the Chicoutimi river at Chicoutimi, and in 1895 he purchased the lands and power of the river at that point and was instrumental in the building of the power plants of the Chicoutimi Pulp Company, which gives employment at present to 150 men, and upon the completion of the new plant will employ 350 men, and manufacture 240 tons of pulp per day. The owner of the Chateau Saguenay Hotel, he is also possessed of other large real estate interests in Chicoutimi, and is the proprietor and editor of *Le Progrès de Saguenay*, a weekly newspaper established in 1886 by himself.

Mr. Guay is also one of the largest and most successful farmers in the Province of Quebec, conducting a farm of 500 acres. In 1899 he was awarded the silver medal for the best farm in the Province, by the Quebec Government.

Married in 1899 at Chicoutimi to Maria, daughter of Israel Morin, he is the father of four children.

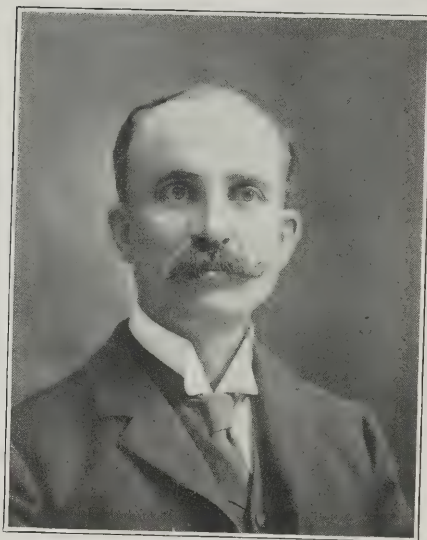
MICHEL SIMEON DELISLE, PORTNEUF, P.Q.

Michel Simeon Delisle, member of Parliament for the electoral district of Portneuf, Quebec, has represented that important constituency in the Federal Legislature at Ottawa since the appointment of Sir Henri Joly de Lotbiniere to the Lieutenant-Governorship of the Province of British Columbia. He is a general merchant and a farmer resident in the village of Portneuf, the centre of a rich and prosperous agricultural section of that Province which has been tilled since the hardy pioneers of New France struggled to apply the fertile areas of Quebec to some useful purpose. Mr. Delisle has been a successful business man, and although not a frequent participant in the debates of the House of Commons, has applied himself assiduously to the care of the interests entrusted to him by the electors of Portneuf. He is a Liberal and a supporter of the Laurier Administration, of whose policy he fully approves as calculated to develop the natural resources which the Dominion of Canada possesses in so many different lines, and to lighten the burdens of the people.

He was born at Pointe aux Trembles in the Province of Quebec on the 27th of September, 1857, and received his early education at that place. His father, Albert Delisle, was owner of a stone quarry at Pointe aux Trembles, and his mother, Dina Bertrand, were both Canadian-born. After going to the parish schools till the age of twelve he went to the Brothers' School in the city of Quebec, where the lad spent four more years of study. He then secured a position as clerk in the dry goods store of Mr. F. Carriere, St. Roch, city of Quebec, at a wage of sixteen dollars per month. This was soon followed by promotion in the employ. Five years of faithful service Mr. Delisle gave to this firm, and on its conclusion accepted employment with the dry goods firm of Connelly & Latulippe, also of Quebec, where he had charge of a department for the space of two years. In 1880 he removed his home to the village of Portneuf and with his savings started a small dry goods store. He was able to borrow one thousand dollars, which gave him a modest stock with which to commence trade. In 1882, only two years later, he was in a posi-



tion to increase his venture to a general store, and has since been engaged in mercantile life. He acquired a fine farm near Portneuf, which he also operates at a profit. Mr. Delisle was first honored by his fellow-citizens by election to the local Council. For five years he was Mayor of the place, and had the pleasure of witnessing during his regime the installation of the waterworks system. For many years he has taken an active part in the support of the Liberal party. In 1886 he was organizer for that party in the place where he lived. Later he acted as organizer for the whole county. In 1896 Mr. Delisle's name was one of those put forward for the Liberal nomination to represent Portneuf in the House of Commons at Ottawa. On that occasion he saw fit to stand aside for Sir Henri Joly de Lotbiniere, but in 1900, when that gentleman had withdrawn from the representation of the district to accept the Lieutenant-Governorship of British Columbia, Mr. Delisle's claims were once more urged by his friends. He was elected by a majority of 435 over Dr. Antoine Larue, the Conservative candidate. In the House he has been an active and intelligent member of the Committees on Agriculture and Colonization, Banking and Commerce and on Railways and Canals. A Roman Catholic in religion, Mr. Delisle married in 1881 Miss Elmira Poliquin, daughter of the late Mr. Joseph Poliquin, of Portneuf, merchant and farmer.



**THEODORE ARTHUR BURROWS, M. P. P.,
WINNIPEG**

The name of Burrows is connected with the early history of the city of Ottawa. In 1809 Captain John Burrows, of the Royal Engineers, came from England and settled there as one of the first settlers. He afterwards had charge under Colonel By of work on the Rideau Canal. Later he conducted the Land Ordinance Department for the British Government at Ottawa. He was a leading Methodist and founded the Dominion Church at Ottawa, now one of the leading congregations in Canada. This was the grandfather of Mr. Theodore Arthur Burrows, M.P.P. for Dauphin and Land Commissioner for the Canadian Northern Railway. Mr. Burrows was born in St. Catharines, Ontario, on August 15th, 1857, his father's name being Henry Joel Burrows and his mother's Sarah Sparks, a member of another family well known at the Canadian capital. The family shortly after returned to Ottawa and he was educated at the public and high schools of that city until the age of 17 and then entered the law office of Sparks & Hicks. The thirst for change and action was too strong upon him, however, to settle down to the work of a law office and in 1875 he joined a survey party under William Ogilvie, the

famous explorer, later Governor of the Yukon. This party was to survey the Dauphin district, a part of Manitoba, with which Mr. Burrows' name will ever be associated. Upon the close of the survey season in 1875 he entered Manitoba College, Winnipeg, where he also studied during the ensuing winter 1876-7 and read law in the summer of 1876 in the office of Fred Mackenzie, Winnipeg. After the close of the 1876-7 session of Manitoba College, he became clerk in the real estate office of A. W. Burrows and remained there two years, when he started business as a lumberman on Lake Winnipeg. This he carried on very successfully until 1889 when his knowledge of the Dauphin district and of pioneering marked him out as the man to be selected by the Greenway Government as Commissioner to open the country about Lake Dauphin for settlement. From 1889 to 1892 he was engaged in building roads and bridges and in locating settlers. In 1889 there were 44 settlers in Dauphin and in 1892 there were 2,000, and this in a section that was about 100 miles from the nearest railway. Upon the completion of this commission, Mr. Burrows engaged in the lumber and real estate business in the district. Upon the advent of the "Dauphin Line," since known as the Canadian Northern Railway in 1896, Mr. Burrows was appointed Land Commissioner of the Company, which position he has since occupied, and with the growth of the system his headquarters have been moved from Dauphin to Winnipeg. During the time he was opening up the Dauphin district, Mr. Burrows never ceased to advocate its cause and especially the need of a railway, and consequently, when the country was set off as an electoral district in 1892, he was returned as its first representative in the Manitoba Legislature as a supporter of the Liberal Government of Honorable Thomas Greenway. He was re-elected in the general elections in 1896 and 1899. Mr. Burrows is a fluent, forcible speaker and has by his steady advocacy of the needs of Northern Manitoba placed the district under a large debt of gratitude. His faith in that part of the country is shown in his large interests there as President of the Northern Lumber Company and President of the Canadian Northern Elevator Company. As Land Commissioner of the Canadian Northern Railway, he has under his direction the town sites of the Company and 2,300,000 acres of lands along the line.

Mr. Burrows was married in 1899 to Georgina, daughter of the late D. A. Creaser, K.C., of Owen Sound. He is a Freemason, an Oddfellow and a member of the Methodist Church.

**JOHN ANDREW DAVIDSON, M. L. A.,
NEEPAWA, MAN.**

Among the numerous natives of Ontario who have risen to positions of prominence in the Canadian West, not only in the commercial life of the prairie-land, but in the more exciting and at times more strenuous battlefield of Western politics, is John Andrew Davidson. Mr. Davidson, although he did not enter the arena of politics until middle age, rapidly acquired a prominence in the Legislative Assembly of the Province of Manitoba, and throughout the country, which has made him a member of the Provincial Cabinet and a political force, seldom acquired except by years of parliamentary training and the use of the many arts of the politician.

The son of Isaac Davidson, the subject of this sketch was born in the village of Thamesford, in the county of Oxford, Province of Ontario, on the 19th of August, 1852. He was educated at the Public and High Schools of the town of Brussels, in the county of Huron, Ontario. After the completion of his academic education he entered commercial life. Removing to the Province of Manitoba, in 1872, he conducted a general mercantile business as a general merchant until 1897. From 1897 Mr. Davidson has been engaged in the grain and milling business on an extensive scale, and at present carries on the business of the Manitoba Milling Company at Neepawa. At the same time he conducts large farming and ranching operations near Neepawa.

Always interested in public affairs, and a leader in his district, a strong Liberal-Conservative, and eminently adapted to public life, he was first returned to the Legislative Assembly of Manitoba in 1881 for Beautiful Plains, on the extension of the boundaries of the Province, and was re-elected in 1883 and 1892, but was an unsuccessful candidate at the Provincial general elections of 1886, 1888, 1896 and 1899. In January, 1900, he entered the Macdonald Government as Provincial Treasurer, the seat having been vacated by Mr. R. C. Ennis, who had been returned at the general



elections. In October, 1900, Mr. Davidson accepted the same office in the Roblin Administration. On the 10th of January, 1900, he entered the Roblin Government as Provincial Treasurer, Minister of Agriculture, and Commissioner of Crown Lands of the Province of Manitoba, and upon the rearrangement of the Roblin Government in October, 1900, he became Provincial Treasurer and Commissioner of Crown Lands of the Province. Deeply interested personally in the progress of Manitoba and closely in touch with the people, he is a man of peculiar force in the Government of his adopted Province and its Legislature.

A Methodist in religion, and prominent in the Masonic Order, having been for three years District Deputy Grand Master of that Order, he was married on the 20th of March, 1878, to Sophia Ellen, daughter of Mr. Joseph Hamilton, of Beautiful Plains, Manitoba.

His six children are: H. C. Davidson, who is engaged in ranching in Manitoba; Myrtle V., wife of Dr. George Leech, of Neepawa; Maud, Hazel and Jack. The Hon. Mr. Davidson resides in Neepawa.





SIR WILLIAM MULOCK, TORONTO

Sir William Mulock, K.C.M.G., K.C., LL.D., P.C., M.P. (North York), the present Postmaster-General of Canada, was born at Bond Head, Ontario, Canada, January 19th, 1843. His father was the late T. Holman Mulock, M.D., a native of King's County, Ireland, and a member of the Royal College of Surgeons. His mother was of Yorkshire birth and her name was Mary Cawthra. She was one of a family which has since become noted in Ontario. Mr. Mulock's early education was obtained at Newmarket Grammar School and from thence he graduated to Toronto University, where he obtained the B.A. degree and gold medal in modern languages in 1863 and the M.A. degree in 1871. The University again honored him in 1894 when he was made LL.D. Leaving college in 1863, he read law and was called to the Ontario bar in 1868, and was appointed Q.C. in 1890. He is senior member of the law firm of Mulock, Mulock & Lee, of Toronto, Ontario. For four years he was Examiner in and Lecturer on Equity for the Law Society of Ontario. In 1873 he was elected a Senator of Toronto University, and in 1881 was chosen for the high office of Vice-Chancellor, which position he continued to hold until a few years ago, when he resigned because of his many other public duties. He has for many years served on the Board of Trustees for the University and founded the William Mulock

Scholarship in mathematics. He was first elected to the House of Commons of Canada for the riding of North York at the general elections of 1882 as the Liberal candidate, and re-elected at the general elections of 1887, 1891, 1896 and 1900. He has taken an active part in and out of Parliament in promoting the success of the Liberal party at the polls. Upon the formation of the first Laurier Administration on July 13th, 1896, he was tendered and accepted the Portfolio of Postmaster-General, carrying with it membership in the Privy Council of the Dominion. He was re-elected by acclamation on acceptance of office by his constituents in North York. Assuming the duties of Postmaster-General, with an existing deficit of over three-quarters of a million dollars annually in the Department, he has, in six years, vastly improved the service, and by his splendid business administration has converted the enormous deficit into a surplus. He introduced and secured the passage of a measure by Parliament in 1898 reducing domestic postage from 3c. to 2c. an ounce, which reflected great credit on the Laurier Administration and the Postal Department. He represented Canada at the Imperial Postal Convention at London, England, in July, 1898, and was successful in securing a reduced and uniform rate on letters within the British Empire.

In 1899 he introduced in the House of Commons the first legislation toward the building of the Pacific Cable, and has been instrumental in perfecting this enterprise, acknowledging in its support that Canada's interest in the Pacific cable was an unselfish one and of comparative little value to the Dominion at present, but joined with Australasia for the future of the British Empire. The Canadian Parliament in March, 1901, confirmed the adoption of the contracts of 1899 and the adoption of increased appropriation will be decided by Parliament. Since then he has set in motion an ocean freight between Canada and South Africa and has in view a similar line with Australia. He organized and is the head of the Department of Labor, which has and is rendering splendid service to the labor and business classes in the settlement of disputes.

He was married on May 16th, 1870, to Sarah, the eldest daughter of the late James Crowther, of Toronto. In March, 1901, the Privy Council selected the Honorable William Mulock as the Canadian representative to the opening of the first Parliament of the Australian Commonwealth at Melbourne, May 7th, 1901. In the Coronation honors of 1902 he received the degree of Knight Commander of the Most Distinguished Order of St. Michael and St. George.

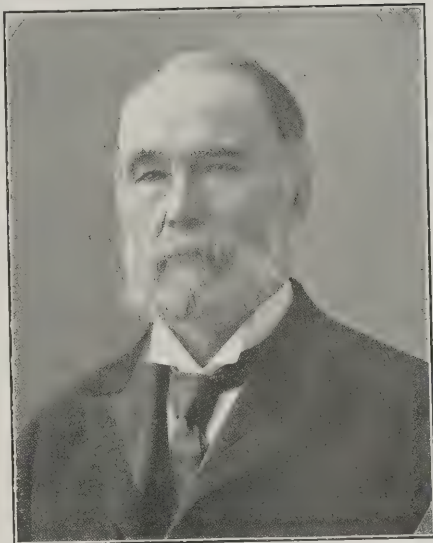
HON. GEORGE W. ROSS, TORONTO

The Honorable George W. Ross, Premier of Ontario, is the son of the late James Ross, by his wife Ellen McKinnon, both natives of Ross-shire, Scotland, who came to Canada in 1833. The future Premier was born near Nairn, Middlesex County, September 18th, 1841. He was educated in the public schools, taught for a time on a first-class County Board certificate and afterwards took a course at the Normal School, Toronto. Subsequently he studied law at Albert University where he graduated LL.B., 1883, and was called to the bar in 1887.

His early manhood, and indeed a great part of his political career, has been devoted to education, and in the present educational system of Ontario he had a moulding hand. Starting in 1871, when he was appointed Public School Inspector for Lambton, he has ever since been prominent in these matters. He took a leading part in the establishment of County Model Schools, and was for a time Inspector of those institutions. For four years he was a member of the Central Committee of Examiners. Among the reforms he secured were uniformity of text-books and the limitation of Normal Schools to professional work.

His parliamentary career began in 1872, when he was elected as a Liberal to represent West Middlesex in the House of Commons, which constituency he continued to sit for until 1883, when he was called into the Mowat Government as Minister of Education for the Province of Ontario. This Portfolio he held until the retirement of Honorable Mr. Hardy, when he was advanced to the Premiership.

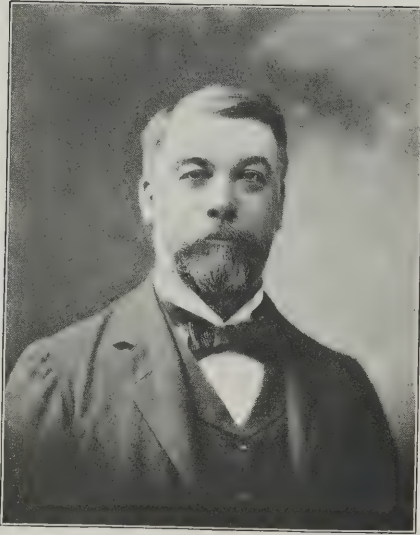
Premier Ross was for a time interested in journalism as editor of the *Strathroy Age*, the *Huron Expositor* and the *Ontario Teacher*. His experience on newspapers had a large share in moulding his oratory, which, by many, is considered the most effective in Canada. His speeches invariably "read" well, because they are concise, well jointed and possess literary interest. His graduation from journalism into politics proves the truth of the French maxim that "the man on the newspaper is near everything." The Premier's executive ability and his progressive administration are conceded, but outside of these he holds a firm place in public affection as a skilful orator, combining in an unusual degree fact and fancy, humor and sentiment. These great oratorical gifts of his have always been at the service of the temperance cause. He has been Most Worthy Patriarch of the Sons of Temperance, and in 1876 attended the British Colonial Temperance Congress at London. In 1885, he became President of the Temperance and General Life Assurance Co.,



and in 1896 he was elected Vice-President of the Ontario Prohibitory Alliance.

In the Legislature he introduced several bills looking toward the improvement of primary and secondary education, including the consolidation of the public school, high school, separate school and mechanics' institute acts; a statute for the federation of Toronto University, the affiliation of denominational colleges and a statute respecting truancy and compulsory attendance.

The Premier has contributed extensively to literature, among his works being a biography of the late Honorable Alexander Mackenzie, a history of the Ontario School System, a report of the Schools of England and Germany, and Patriotic Recitations. He was also Chairman of the Committee to prepare a history of Canada for the schools. In 1897, he was appointed Vice-President of the British Association for the Advancement of Science, and was for some years President of the Dominion Educational Association. He has been extensively honored by the Universities for his eminence as a publicist. He is an LL.D. (1888) of St. Andrew's University; 1892, of Victoria University; 1894, Toronto University. In 1896 he was made a Fellow of the Royal Society of Canada and in the same year a commissioner for the revision of Ontario Statutes. He is a member of the Council of the Toronto Astronomical and Physical Society. In 1886 he was a Commissioner of the Indian and Colonial Exhibition in London, and in 1896 a delegate to the Pan-Presbyterian Conference at Glasgow. His first appeal as Premier to the electors of Ontario took place in 1902, and he was successful.



HON. JAMES SUTHERLAND, WOODSTOCK

The Honorable James Sutherland, Minister of Public Works and M.P. for North Oxford, is a son of the late Alexander Sutherland, a native of Caithness-shire, Scotland, who came to Canada, in 1841, and of his wife, Allison Renton. He was born July 17, 1849, and educated at the Grammar School, Woodstock, Ontario.

In 1869, when only 20 years of age, he started a mercantile business in Woodstock and afterwards became interested in various manufacturing industries. Mr. Sutherland has been successful in his business undertakings, and his career has been characterized by energy, tact and a large amount of Scotch caution.

Mr. Sutherland has always taken a great interest in the development of the County of Oxford and the city of Woodstock where his home is, and has been actively connected with the railway and other enterprises which have tended to their growth and development. In 1876, he was elected to the Town Council; and for three years was Reeve of the town and a member of the County Council. In 1880 he was Mayor. He has always taken an active part in educational matters, holding the position

of Trustee of the Woodstock Grammar School for many years. Mr. Sutherland is a Charter Member of the Woodstock Board of Trade and has been Trustee of the Woodstock Hospital since its inception. In fraternal circles he is connected with the Masonic Order and the Independent Order of Oddfellows, being P.G., of Olive Branch Lodge, I.O.O.F., and P.M. of Oxford Lodge, A.F. & A.M., and Grand Senior Warden of the Grand Lodge of Ontario. He has also been Royal Chief of the Order of Scottish Clans.

In militia matters he has also been prominent and at present holds the position of Paymaster in the 22nd Battalion of Oxford Rifles, with the rank of Major.

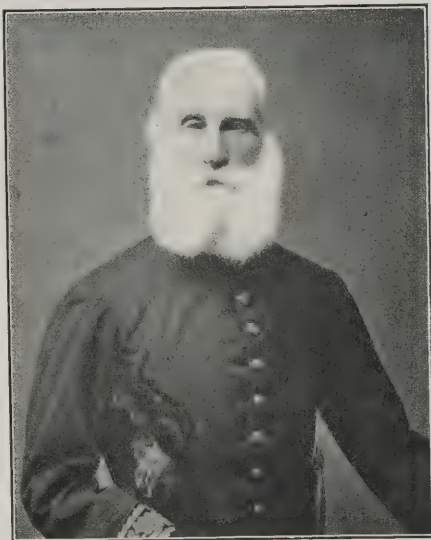
Mr. Sutherland's Parliamentary career commenced in 1880, when he was elected to represent North Oxford, and he has remained the representative of that riding ever since, having been successively re-elected at the general elections of 1882, '87, '91, and again in 1902 on his appointment as Minister of the Crown with a Portfolio. For many years he was Assistant Whip of the Liberal party in the House of Commons, and in 1891 was chosen Chief Liberal Whip. In this position he did his party good service and won the esteem alike of political friends and opponents. In 1893 he was Chairman of the Committee of General Arrangements of the Liberal Conference at Ottawa, and also directed the campaign of Sir Wilfrid Laurier.

From 1896 to 1900 he was Chairman of the Railway Committee of the House of Commons. On the 30th of September, 1899, he was called to the Privy Council as Minister without Portfolio. In the absence of the Honorable Mr. Sifton, during the session of 1900, he was Acting Minister of Interior; and was Acting Postmaster-General in 1901. In January, 1902, he was sworn in as Minister of Marine and Fisheries, and in October of the same year was transferred to the Department of Public Works. He is a Presbyterian. His address is Woodstock, Ontario. Is a member of the Toronto and National Clubs, Toronto, the Rideau, Ottawa, and St. James's, Montreal.

HON. R. W. SCOTT, OTTAWA

Hon. Richard William Scott has been allied to the two great political parties during the course of a long and active public life and retained the respect of both. His unquestioned honesty of purpose, his extensive knowledge of the resources of his country, and his political devotion to its well-being have placed him to some extent without the pale of partizanship. The son of the late W. J. Scott, M.D., who served under the Duke of Wellington in the Army Medical Department and afterwards came to Canada, where he married Sarah Ann, daughter of the late Capt. Allan McDonnell, a retired officer. He was born on the 24th of January, 1825, at Prescott, Ont., where his father held the appointment of Registrar of the County of Grenville. Educated by private tuition in the town of his birth, he entered the office of Messrs. Cook & Smith, Toronto, as a student at law and was called to the bar in 1848. He successfully practised his profession at Ottawa and the appreciation of his fellow-citizens was soon marked by electing him Mayor in 1852 and member of the Legislature in 1857. Unsuccessful in the general election of 1863, upon the confederation of the Dominion he was elected to represent Ottawa in the first Legislature of Ontario. His ability was soon recognized by his election as Speaker of that body in December, 1871. Upon the formation of the Provincial Government under the leadership of the Hon. Edward Blake he became Commissioner of Crown Lands, which Portfolio he held under the succeeding Administration of Hon. Oliver Mowat. In 1873 he entered into the wider field of Federal politics and accepted a Portfolio in the Government under the leadership of the late Hon. Alexander Mackenzie as Secretary of State and Registrar-General of Canada. On March 13th, 1874, he was called to the Senate. A member of the Mackenzie Government until its retirement in 1878, he was a leader of the supporters of that Government, and after its resignation the leader of the Liberal Opposition in the Upper Chamber. Upon the return of the Liberal party to power in July, 1896, he became Secretary of State and Registrar-General of Canada.

Not alone as a party leader, a man of affairs and a high-minded representative Roman Catholic will Mr. Scott be remembered in the history of Canada, but as a legislator who has striven to bring forward measures to make his country and his fellow-men greater and purer outside the lines of party politics. His liberality of mind, capacity for administration, his experience and breadth of education caused him in the various Cabinets of which he has been a member to be selected in the exigencies that



arise in the life of a Government to administer some time or other almost every department directly controlled by a Cabinet Minister. The Canada Temperance Act, popularly known as the Scott Act, became law in 1875, and stands as an experiment in local option, whose constitutionality has been upheld by the highest courts of the British Empire.

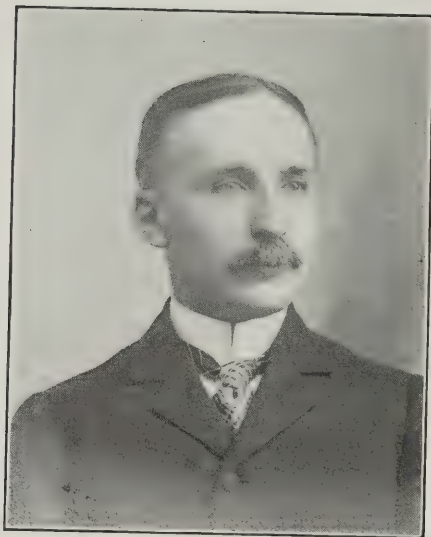
Mr. Scott introduced the Separate School Bill of Ontario in 1863, and such was his influence and freedom from aggressive sectarianism in the presentation of the proposed legislation that the bill became law and thus removed from party politics a fruitful subject of discord and dissension.

Created Queen's Counsel in 1867, he was elected a member of the Dominion Law Society, 1879, and was appointed one of the sub-committee of the Privy Council in connection with the Manitoba School Question in 1896.

For several years he was President of the St. Patrick's Literary Association, and a trustee of St. Patrick's Church, Ottawa, at the time of its erection. He was one of those who organized the Ontario Catholic League, and was chairman of the local committee, having for its object the relief of the poor.

Holding the degree of LL.D. 1889, of Ottawa University, he is also a Senator thereof and a member of its law faculty.

Married to Mary, daughter of the late John Heron, Ottawa. His eldest son, W. L. Scott, LL.D., is Master-in-Chancery, Ottawa, and D'Arcy Scott, another son, is a practising barrister of the same city.



W. Y. SOPER, OTTAWA

Warren Young Soper, of Ottawa, to whom in common with Mr. Thomas Ahearn, is due the chief credit for the splendid development of electrical energy in the capital city, is but a young man yet. He was born on the 9th of March, 1854, in Oldtown, Maine. His father, Albert W. Soper, of English descent, was a lumberman of Maine. His mother was Ellen Young, of a New England family. His parents removed in 1856 to Ottawa, where Warren received his education in Professor N. B. Webster's private school. His first employment was as a cash boy in the dry goods store of Magee & Russell, at the rate of \$8.34 a month. A year after he was advanced to the post of assistant book-keeper, which brought him an increase of salary. His boy friend, Thomas Ahearn, his partner of later years, was at that time a telegraph operator for the Montreal Telegraph Company, and in his spare moments young Soper devoted himself to a study of the instruments which his friend in working hours was called upon to handle. The marvellous device filled his mind with a desire to know more of the secrets which lay behind its working. Young Soper therefore left his position as book-keeper and became a student in the telegraph office. At the age of sixteen he had shown such a knowledge of the instruments that he was employed as an operator in the main office. In this capacity he served for two years, and then engaged with

the Dominion Telegraph Company as Assistant Manager, being promoted to the Ottawa managership at the end of the year. Later on he was given another promotion, and became Superintendent of the Dominion Telegraphs in the Ottawa Valley. In 1881 he became Superintendent of the Canada Mutual Telegraph Company, which position he retained for one year, when the company was amalgamated with the Western Union, and was succeeded by the Canadian Pacific Telegraphs, which made Mr. Soper an offer of the superintendentship. This Mr. Soper declined, and in 1882 joined Mr. Thomas Ahearn in the business they still retain, as electrical contractors and engineers. From a very modest beginning their venture has prospered. At first their services were chiefly called into requisition for the installation of electrical bells, push-buttons and the like. But their scope soon outran that limit. They became Canadian agents for the Westinghouse Electric & Manufacturing Company. Messrs. Ahearn & Soper built all the long-distance telephone lines between Ottawa and Quebec, and the land lines through Nova Scotia for the Commercial Cable Company. They equipped with instruments, batteries, etc., the lines of the Canadian Pacific telegraph from ocean to ocean. For years they have been the leading supply firm in Canada for electrical apparatus. In 1890 they obtained the first electric railway charter, and inaugurated the pioneer venture of that line in the Dominion. The success of that enterprise stimulated other concerns to follow its initiative. To-day it is generally recognized that the opening of the electric railway in Ottawa in 1891 signalized the beginning of a new era in the capital's progress. The present Speaker of the House of Commons, Hon. Mr. Brodeur, when chief counsel for the Montreal Street Railway Company in 1897, said before the Commons Railway Committee, that "Ahearn & Soper, in undertaking and solving the operation of electric street cars in Ottawa during the winter months, have conferred an everlasting benefit on Eastern Canada." The subject of this sketch was also identified with the formation of the old Chaudière Electric Company, now the Ottawa Electric Company of Ottawa. To-day he is President of Ahearn & Soper, Limited, President of the Ottawa Building Company, President of the Dunlop Tire Company, Vice-President of the Ottawa Trust & Deposit Company, a Director of the Imperial Life Assurance Company, a Director of the Ottawa Electric Railway Company, and a Director of the Ottawa Car Company. He married in 1881 Miss Annie Newsom, daughter of the late Lieut.-Colonel Newsom, and is the father of three sons and one daughter.

THOMAS AHEARN, OTTAWA

Thomas Ahearn, of Ottawa, has, by the exercise of a keen intellect and of unbounded perseverance, won his way in the world from humble beginnings to a position which commands the respect of the community. His father, John Ahearn, was a blacksmith, who came to Ottawa from Ireland in 1838. His mother was Honora Power, of Irish descent. The subject of this sketch was born in Ottawa in June, 1855, went to the public schools till the age of thirteen, then pursued a course of two years' study at the Ottawa College, then entered the employ of the Montreal Telegraph Co., Ottawa, as a student of telegraphy. When he had mastered the art, he was employed in the Chaudière office, Ottawa, as operator and messenger at a salary of eight dollars a month, afterwards graduating to the main city office as an expert operator.

In 1873 he entered the Main Office of the Western Union Telegraph Company in New York, being employed as operator there till 1875, when he returned to serve the Montreal Telegraph Co. in Ottawa once more as an operator, and was shortly advanced to the post of chief in the operating room. In 1876 he was made inspector for the Ottawa Telegraph district, and performed the duties of this position till the advent of the Telephone Exchange, when he took charge of the telephone branch of the Montreal Telegraph Company's business in Ottawa, remaining in that department until 1880. In that year he resigned to become Manager at Ottawa for the Bell Telephone Company, a position he retained up to 1893. Since 1882 he has been associated with Mr. Warren Y. Soper in the electrical business, which is still conducted under the name of Ahearn & Soper, Limited. This firm inaugurated the incandescent electric lighting system in Ottawa, also the Ottawa Electric Railway Company, which road solved the problem of operating throughout the winter an electric service on wheels. When the company was being floated, it was freely stated that it was an impossibility to operate on wheels through the great depths of snow encountered in the Ottawa district, but the men who had this thing in hand were not to be daunted by



difficulties. In eight weeks after ground was broken ten miles of road were equipped and in successful operation, and succeeded from the start. The purchase of the old horse-car system by Ahearn & Soper soon followed, which gave the new concern a monopoly of the Ottawa car service. Steadily the road has been extended to all parts of the city and suburbs. Branches were run down to Rockliffe Park and up to Britannia-on-the-Bay, the total mileage now being 45 miles. The Chaudière Electric Light & Power Co., which Mr. Ahearn and his partner organized in 1886, was merged in the Ottawa Electric Company in 1895. Mr. Ahearn is President of the Ottawa Electric Company, the Ottawa Electric Railway Company, the Ottawa Car Manufacturing Company, a Director of the Ottawa Gas Company, the Ottawa Investment Company, the Ottawa Building Company and the Ottawa Land Association; a member of the American Institute of Electrical Engineers, and a member of the executive of The Old Time Telegraphers' Association. Within recent years Mr. Ahearn and family have devoted a good deal of time to travel in the winter season, in the course of which he has twice circled the globe. In June, 1884, he married Liliás Fleck, daughter of the late Alexander Fleck, of Ottawa. He is the father of two children, Thomas Franklin, aged seventeen, and Liliás, aged fifteen. His home is on Maria street, Ottawa.



SIR JOHN BOURINOT, OTTAWA

Sir John Bourinot, K.C.M.G., LL.D., D.C.L., F.R.S.C., Clerk of the House of Commons of Canada, is a native of Sydney, Cape Breton. He was born in October of 1837, and is the eldest son of the late Hon. John Bourinot, of that place, who, after taking an important part in local politics, was raised, on the confederation of the Provinces, to a seat in the Senate at Ottawa. On his mother's side he is of United Empire Loyalist stock, his grandfather having been Chief Justice Marshall, of Cape Breton. The subject of this sketch was educated first under the tutorship of Rev. W. Y. Porter, and afterwards at Trinity University, Toronto, where he graduated with honors, capturing Trinity's chief prize—the Wellington scholarship—among others. As quite a young man he marked out for himself a career of letters. His early years were given to journalism. In 1860 he founded the *Halifax Reporter*, which he continued to edit for several years. At the same time he was chief official reporter of the proceedings of the Nova Scotia Legislative Assembly, and had for a colleague in this work Sir John Thompson, afterwards Prime Minister of Canada. Then in 1869 he removed to Ottawa, as shorthand writer to the Senate, a position he in turn relinquished to become second assistant to the Clerk of the House of Commons. In 1879 he became assistant, and

in 1880, Chief Clerk of the Commons. Recess afforded him the opportunity he sought for literary pursuits, and many years ago his name became familiar to readers of Canadian, American and British periodicals through his frequent contributions on Canadian affairs. But useful as these have doubtless been, Sir John's reputation has rather been won by his works on the Constitution, on historical and parliamentary subjects. "Parliamentary Procedure and Practice" is now an accepted authority in this and other portions of the British domains. In the House of Commons it always rests upon the centre table, and is known to the House as "Bourinot." His "Handbook of Constitutional History of Canada" is chiefly intended as a university text-book. Other works of his are "Federal Government in Canada," "How Canada is Governed," "The Story of Canada," "Cape Breton and its Memorials of the French Regime," "Procedure of Municipal Councils and Public Meetings," "Canada Under British Rule," and "The Builders of Nova Scotia."

In 1882 he was nominated by the Marquis of Lorne as Honorary Secretary of the Royal Society of Canada. He was president of that distinguished body in 1892, and has been re-elected as secretary ever since. At different times he has appeared as a lecturer before Trinity, Queen's, Harvard and Johns Hopkins Universities, and before other gatherings in this country and the United States. Queen's University recognized his worth by conferring upon him the honorary degree of LL.D., while Trinity, his alma mater, and King's College of Windsor, Nova Scotia, on its centenary celebration, both honored him as a D.C.L. Laval also made him a *Docteur des Lettres*. In 1890 he was created a Companion of the Most Distinguished Order of St. Michael and St. George, and in 1898 he was raised to a Knight Commandership in the same Order. He is a member of the Advisory Council of the American Academy of Social and Political Science. Sir John Bourinot is a hard worker. During the long Commons sittings he is always occupied. If the duties of his office as Clerk do not call for his attention he is usually engaged in writing or in study. His name is now the accepted authority in Canada on constitutional procedure and government. The greatest respect is shown him by members on both sides, and on all knotty points his work or his knowledge is called into requisition. His retirement from the post he occupies to-day will be, when it occurs, a loss to Parliament. But he is still comparatively a young man, and in addition to the preparation of his books finds time for frequent contributions to the leading magazines in Europe and America.

FRANCIS HENRY CHRYSLER, K. C., OTTAWA

Francis Henry Chrysler, K.C., Ottawa, Ontario, was born at Kingston, Canada, May 28th, 1849. His early education was received at Bath Academy, Port Hope, and Queen's University, Kingston. He graduated in Arts in 1866, and having taken the Fourth Year Scholarship of the Law Society in 1870, he was called to the bar of Ontario in May, 1872. Immediately after he commenced the practice of his profession in Ottawa and has ever since been engaged in active practice. He is at present senior partner of the firm of Chrysler & Bethune, which was formed in April, 1897, and is a Benchler of the Law Society of Upper Canada. He was appointed Queen's Counsel on January 4th, 1890, and, in addition to having a large parliamentary practice, is solicitor and counsel for several leading railways, including the Canada Atlantic Railway Company, the Dominion Atlantic Railway Company, the British Yukon Railway Company and also for many other railway and commercial companies. He has been legal agent at Ottawa for the Government of Canada since 1896, and, as such, has acted in many important cases, including *Goodwin vs. the Queen*, *Henderson vs. the Queen*, *King vs. British American Bank Note Company*, *Snowball vs. the Queen*, etc. The most celebrated cases in which Mr. Chrysler has acted in recent years were *Delap vs. Charlebois*, the *Dominion Iron and Steel Company vs. the King*, and *Earle vs. Burland*. The last-named case was argued by Mr. Chrysler before the Privy Council in 1901.

Outside of the practice of his profession, Mr. Chrysler has many interests. He is an active member of the Presbyterian Church and a trustee of Queen's College, Kingston. He is a student of literature and science, has artistic tastes, is particularly fond of music and has for many years been a valued member of various musical societies.

In 1875 Mr. Chrysler published, conjointly with the late Honorable J. D. Edgar (afterwards Sir James Edgar), an annotated edition of "The Insolvent Act."

In civic affairs Mr. Chrysler takes a deep interest, and is a member of the Council of the



Ottawa Board of Trade. Politically he is a Liberal. He was for many years President of the Ottawa Young Men's Liberal Association and was the choice of his party to contest the seat for the city of Ottawa in the bye-election of March, 1890, but was defeated by the Honorable Charles H. MacIntosh.

In June, 1876, Mr. Chrysler was married at Ottawa to Miss Margaret Isabella Grant and they have four children: Margaret Chrysler, Constance, wife of Professor McBride, of McGill University, Geoffrey Chrysler, at Queen's University, Kingston, and Philip Chrysler, now in the audit office of the Dominion Atlantic Railway, Kentville, Nova Scotia.

Mr. Chrysler is a son of Gordon Harvey Chrysler, and his grandfather was the late Colonel John Chrysler, of Chrysler's farm, in the township of Williamsburg, county of Dundas. Colonel Chrysler represented that county in the Parliament of Upper Canada for twenty years prior to the union. The mother of Mr. Chrysler was Miss Jane Mackenzie, a daughter of Captain James Mackenzie, R.N., who served on Lake Ontario in the war of 1812 under Sir James Yeo, afterwards retiring and settling in the township of Pittsburg, near Kingston. Captain Mackenzie was one of the pioneers of steam navigation on Lake Ontario and the St. Lawrence River.



THOMAS COTE, OTTAWA

Thomas Cote, Assistant Special Commissioner for the taking of the fourth census of Canada, is a native of Ste. Francoise de Trois Pistoles, in the county of Temiscouata, Quebec, where he was born on the 22nd of September, 1869. He attended first the parish school, afterwards the Quebec Seminary and the Laval University in Quebec and in Montreal, from which he graduated in 1889. In the same year Mr. Cote went into the profession of journalism, accepting employment with Mr. J. Israel Tarte on *Le Canadien*, then published in the city of Quebec. When the paper was transferred to Montreal Mr. Cote remained in the Ancient Capital as correspondent for *Le Canadien* and *La Patrie* till 1892. In the year following this paper ceased publication, and Mr. Cote went to Windsor, Ontario, as editor of *Le Progrès*. In July of the same year he returned to Montreal and went to Worcester, Massachusetts, as editor of *L'Opinion Publique*. January of 1894 saw him back in Montreal as City Editor of *La Presse*. In 1896, when *La Patrie* was sold by Mr. Beaugrand to Mr. Tarte, the subject of this sketch once more accepted employment with his former chief, remaining with *La Patrie* till January of 1901, when he was appointed to the responsible post he fills to-day in the Census Department at Ottawa.

As a newspaper-man, Mr. Cote has gained a thorough knowledge of the Province in which he long resided. There is scarcely a county where he is not acquainted. As a representative of *Le Canadien* he visited all parts of Quebec in 1892, furnishing his paper with daily letters as to the extent of the exodus then in full force from that section of the Dominion to the United States. After having spent several sessions in the Press Gallery at Ottawa as correspondent of *Le Canadien*, *La Presse* and *La Patrie*, Mr. Cote was in 1900 elected President of that representative gathering of newspaper men. In 1894 he joined the 65th Battalion Mount Royal Rifles in Montreal, serving till 1896. He also belongs to most of the political clubs of Montreal, to the Canadian Club of that city and to the Ottawa Amateur Athletic Association in the capital. He is also a member of the Ancient Order of United Workmen. In 1896 he was President of the National Club, the oldest political organization of the Province of Quebec, and in that capacity he presided at the celebrated banquet given to Sir Wilfrid Laurier at the Windsor Hotel on the 30th of December, 1896, where the Premier made his famous speech on the settlement of the Manitoba School Question. Mr. Cote has been from the time he left college an active worker in the Liberal cause, and at the last general election took a very important part in the work of organization throughout the Province of Quebec, to which was in a large measure due the splendid triumph of the Liberal cause. In this duty he was associated chiefly with the late Minister of Public Works and Senator Dandurand. He has also done his party service on the stump in many counties, and is accounted a most effective speaker on political questions. His training in newspaper-work and his constant association with matters of political interest in the last thirteen years has given him a wide knowledge of public questions. In the census work in which he has latterly been employed, Mr. Cote has a position of much responsibility. He was chiefly responsible for the count in the Province of Quebec, and has discharged the functions devolving upon him in a most satisfactory manner. He is a young man yet, with a bright future in store. Mr. Cote possesses ability and perseverance. His father, Theophile Cote, is long since dead, but his mother resides in the village of St. Octave de Metis, Province of Quebec. One brother, Joseph, is the head of a wholesale tobacco business in Quebec city, and another brother, Phileas, is a merchant in the village of St. Octave de Metis. Mr. Cote is unmarried.

J. G. RUTHERFORD, V. S., OTTAWA

J. G. Rutherford, V.S., Chief Veterinary Inspector, Ottawa, one of the best-known men in the Canadian West, was born at Mountain Cross, in Scotland, in 1857, his father being the Rev. Robert Rutherford, Newlands, Peeblesshire, and his mother Agnes Gunion. Mr. Rutherford's success in his special line of work is an example of natural bent and concentration, for the record shows that he attended the Glasgow High School till he was 15 and then became an agricultural student at Haddington, later under Robert Scott, of Philiphaugh, Selkirkshire, and then with a private tutor in Edinburgh. When he came to Canada in 1875 he continued his studies at the Ontario Agricultural College, Guelph, where he took the first prize for his year in Practical Agriculture. He then spent a year on the Bow Park farm at Brantford, one of the greatest stock farms in Canada. Entering the Ontario Veterinary College, Toronto, he graduated in 1879, carrying off the gold medal. Dr. Rutherford first opened an office at Woodstock, Ontario, but in addition to his practice entered into the work of shipping horses to Great Britain and importing high-class breeding animals from that country. During this time he visited and took lectures in the leading Veterinary Colleges of Scotland and the United States.

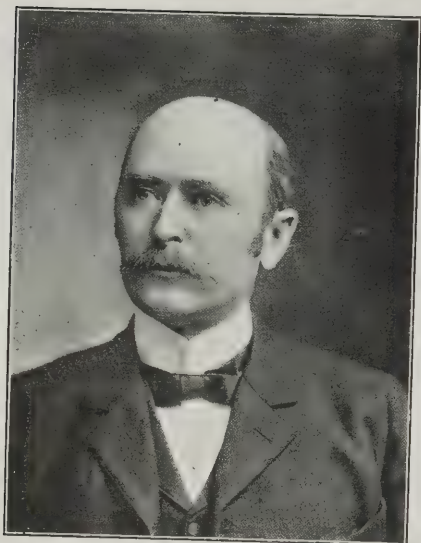
In 1884 he moved to Portage la Prairie and from that time forward no man has been more intimately connected with the development of the Canadian West. Before proceeding west he was a Veterinary Inspector for the Province of Ontario and he was immediately appointed to a similar post in Manitoba, which office he held until 1892 when he resigned in order to enter the arena of politics.

Portage la Prairie is the centre of the wealthiest agricultural district of Manitoba, and Dr. Rutherford rapidly worked up an extensive practice and earned the reputation of being one of the most skilful and best informed veterinarians in Canada. In 1901 he was made special veterinarian of the Quarantine Department by the Dominion Government, and sent to Great Britain, with headquarters at Glasgow, to inspect cattle being shipped to Canada, to prevent the importation of animals having tuberculosis or other diseases. In the performance of his duties he visited the farms of the leading breeders in Great Britain and from May to November travelled no less than 15,000 miles. In February, 1902, he was appointed Chief Veterinary Inspector for the Dominion with headquarters at Ottawa.



Dr. Rutherford first entered public life in 1892 when he was elected member for Lakeside in the Manitoba Legislature by a large majority. He at once became one of the forces in the Liberal party in Manitoba. He was again elected in the general election of January, 1896, but resigned shortly after to contest the Dominion constituency of Macdonald. He was nominally defeated in this election, but the seat being voided because of corrupt practices, Dr. Rutherford was returned in the subsequent bye-election and sat in the Dominion House until 1900.

Dr. Rutherford has been ever ready to forward the interests of Manitoba generally and of the prosperous town of Portage la Prairie. In this connection he has been called upon to fill the following positions: President of the Horse-Breeders' Association of Manitoba, President of the Manitoba Veterinary Association, President of the Portage and Lakeside Agriculture Society, and of the St. Andrew's Society. He was one of the founders and, until his removal to Ottawa, Chairman of the Portage la Prairie General Hospital. Dr. Rutherford is a Mason, a member of the A.O.U.W., and in religious belief is a member of the Church of England. He married in 1887, Edith, daughter of Washington Boulton, Esq., of Ancaster, Ontario. As a speaker he has gained high repute, having a vein of very caustic sarcasm relieved by a flow of real wit and humor.



HON. FRANK R. LATCHFORD, OTTAWA

Honorable Frank R. Latchford, Commissioner of Public Works for the Province of Ontario, is a native of the County of Ottawa where his parents settled in 1846. His father, James Latchford, still living, was born in Limerick County, Ireland, in 1810. His mother, Mary Young, came from Tipperary County, Ireland. The subject of this sketch who was born on the 30th of April, 1856, moved with his parents into the city of Ottawa in 1866. He went to school there and after engaging for some little time in business with his father took a course through the University at Ottawa, in which he won the Governor-General's medal in English Literature, and a medal given by His Holiness Pope Leo XIII, for the best Latin essay on Psychology. Mr. Latchford, who is of powerful physique, took at the same time an active interest in athletic sports, and was one of the pioneer members of the Varsity football team which has won for itself renown year after year as the best exponent in Canada of the Rugby game. In 1882 he graduated from the Ottawa University with honors—*maxima cum laude*—and began the study of law in the office of the late Martin O'Gara, K.C., for many years

Police Magistrate of Ottawa. Further reading and experience was had in the office of Scott, Mactavish & MacCraken, another of the leading legal firms of the capital and with Watson, Thorne & Smellie, of Toronto. He was called to the bar in 1886 and entered at once upon the career he had marked out for himself in the profession of the law. In 1890 he entered into partnership with Mr. Charles Murphy, under the name of Latchford & Murphy, and subsequently formed the firm of Latchford, McDougall & Daly. Mr. Latchford has been solicitor since 1900 for the Catholic Mutual Benefit Association, of which he is a member. He has acted in a similar capacity for the Separate School Board of Ottawa and the Park Commissioners of that city. A portion of his attention has also been devoted to charitable work and for seven years he was President of the St. Patrick's Asylum of Ottawa. Since his graduation from the University in 1882 he has taken an active part in politics as a supporter of the Liberal cause. In 1893 he was honored by election as the first President of the Ottawa Reform Club. He did much to help along the work of the Reform Association of Ottawa and the Reform Club of the same place. In organization work his services were of great value to his party and on the stump he frequently was heard in forcible exposition of the views of the cause he supported. In October of 1899, he was invited to enter the Cabinet then formed by the Honorable George W. Ross at Toronto as Commissioner of Public Works. Mr. Latchford was offered the Liberal nomination in the south riding of Renfrew, where, after a stiff campaign, he carried the day by a majority of 314. He was re-elected in 1902 by a majority of 874. He has brought strength to his party in the local House, and is one of the best debaters on the Government side. In religion Mr. Latchford is a Roman Catholic. He married on the 6th of August, 1890, Frances Agnes O'Brien, by whom he has a family of six children. As the representative of Eastern Ontario views in the Provincial Executive, a portion of his time is spent in Ottawa where his family still resides. He also finds time to take an active interest in the legal firm with which he is connected.

JOHN MATHER, OTTAWA

John Mather, of Ottawa, was born near Montrose, Forfarshire, Scotland, in 1832, and began life as a millwright and machinist. Was afterwards employed as assistant engineer on the Aberdeen Railway Company, then only extending from Aberdeen to Forfar. In 1857 he came to Canada to take charge of a portion of the extensive lumbering operations of Gilmour & Co., Glasgow. For twenty years he had the supervision of the firm's operations on the Gatineau, North Nation and other sections of the Ottawa region where the firm had limits. Mr. Mather's management was very successful. By the introduction of new methods and new machinery, much of it his own invention, he reduced the cost of producing sawn lumber and increased the output, thereby making money for the firm and for himself.

In 1876 he left Gilmour & Co., and two years later purchased an interest in a lease, for forty-one years, of all the islands in the Lake of the Woods. He built a saw-mill with a capacity of 20,000,000 feet per annum, and supplied a large portion of the timber used in the construction of the Canadian Pacific Railway. The mill now supplies the prairie country west of the Lake of the Woods. Mr. Mather projected the flouring mill at Keewatin for the Lake of the Woods Milling Company, now one of the largest concerns of its kind in the world, having over sixty elevators scattered over the prairie country, and sending the product of the great wheat fields of the Northwest to almost every part of the globe. The name "Keewatin," which is an Indian word signifying "the return of the north wind," was selected by Mr. Mather in preference to Rat Portage, where the big flouring mill is now located. At Keewatin, which is at the north end of the Lake of the Woods, a body of water covering 3,000 square miles, and receiving the drainage of over 30,000 square miles of territory, 30,000 horse-power works have been created by Mr. Mather and his associates, which not only supply all the power needed for the big mills, but there is so much power to spare that it is expected Keewatin will become a great manufacturing centre in the near future. Mr. Mather offered to supply the city of Winnipeg with 10,000



horse-power for electric lighting and power purposes, but the offer was declined. He still thinks that the light and power of Winnipeg will be transmitted from the Keewatin dam. He is also of opinion that the Canadian Pacific Railway Co. will find it to its advantage to utilize this power for its line from Winnipeg to Rat Portage, and, perhaps, to Fort William.

Mr. Mather has taken a great interest in developing the gold mines of the district, and, with his associates, built the mills of the Ottawa Gold Milling and Mining Company, at Keewatin. These mills are very complete and up-to-date, and are of great assistance to prospectors, by enabling them to get their samples tested promptly and at small expense. Mr. Mather has done an enormous amount of personal exploration in the Ottawa, Rainy River and Lake of the Woods districts, and takes great interest in their development. He has travelled extensively over the prairie country, and no man has greater confidence in the future which lies before Canada's great Northwest. He has been a Director of the Bank of Ottawa since 1879, and has been identified with its interests, especially in Manitoba and the Northwest. He is a Director in many of the enterprises which he has helped to develop, and is now interested in, and has for many years been President of the Manitoba *Free Press* Company. The *Free Press* is the most influential paper in Manitoba, and has done much towards the development of Canada.



DAVID MACLAREN, OTTAWA

David Maclaren, of the city of Ottawa, is the eldest member of the well-known Maclaren family of Buckingham, Quebec, noted throughout Canada for its high standing in the lumbering industry and in capitalistic enterprise. His grandfather, David Maclaren, a Scotchman who had been engaged in the hardware trade in Glasgow, came to Canada in 1824, and settled in the township of Torbolton, county of Carleton. Purchasing a tract of land, he with his sons cleared a small farm, and during the winters was a school teacher. Of deep religious convictions and of strong character, his training had its effect in the lives of his descendants. James Maclaren, his eldest son, and the father of the subject of this sketch, was born in Glasgow, Scotland, in 1818, and came with his parents to Canada. He was educated by his father, and at the age of eighteen entered upon a successful business career as a lumberman. In 1842, James Maclaren became proprietor of and conducted a general store at Peche on the Gatineau River. Later he built and equipped a small grist and saw mill. In 1853, with the late Mr. J. M. Currier, he leased the extensive saw mill at the mouth of the Rideau River from the Honor-

able Thomas McKay, and four years later purchased the whole plant and timber limits of the firm. Exceptionally successful in his business, in 1864 he purchased the entire business mills, timber limits, etc., of the late Baxter Bowman at Rivière du Lievre and built an immense saw mill with all modern appliances at Buckingham, Quebec, where for over a quarter of a century he engaged in the manufacture of lumber. Afterwards he also operated on the North Nation River, the Upper Ottawa, and in the State of Michigan, U. S. A., and for years was one of the largest lumber operators in America. In 1874 he was one of the principal founders of the Bank of Ottawa, and was President thereof and Vice-President of the Ontario Central Railway Co. until his death in 1892.

The subject of this sketch is the eldest son of James Maclaren, by his wife Ann Sully, and was born 5th October, 1848, in the township of Masham, in the county of Wright, Quebec. Canadian by birth and education, Canadian in feeling and sentiment, with an unbounded faith in the future of his country, he has taken part in many of Canada's business activities.

In 1874 he became sole Manager of the Gatineau and Ottawa River branches of his father's business which at times employed over 1,000 men. On his father's death he became one of the administrators of his father's estate. He is now Vice-President of the Bank of Ottawa, Ottawa; a Director of the James Maclaren Company, Limited, Lumber and Pulp Manufacturers of Buckingham, Quebec, and of several other large corporations. He married in 1875, Catherine A. McGillivray, of Whitby, Ontario, and has a family of seven children, James C., in the wholesale and retail lumber business, Hintonburg, Ontario; George M., bookkeeper and cashier of the Ottawa Steel Casting Co.; Chas. H., a law student and a graduate of Queen's University; John A., a medical student of Toronto Medical College; Kenneth, a student in civil engineering at the Royal Military College, Kingston, and his daughters Caroline and Katherine. His highest ambition, perhaps, lies in the hope that his sons become good working citizens, and his daughters loyal women of this great Dominion of Canada, to which end they are being educated.

DR. R. M. COULTER, OTTAWA

Robert Millar Coulter, Deputy Postmaster-General of Canada, was born in the county of York in 1857, of Scotch and Irish parentage. Having in the year 1882 obtained the degree of M.B. from Toronto University, and of M.D. from Victoria University in the same year, Dr. Coulter entered upon the practice of Medicine at Aurora, Ontario, where he formed a partnership with Dr. J. R. Rutherford. The firm secured to itself a large and lucrative practice, which continued until Dr. Coulter withdrew from it in 1897 to accept the position of Deputy Postmaster-General. Always interested in public affairs, Dr. Coulter actively identified himself with the Liberal party in North York, and early became associated with Sir William Mulock, who was first elected in 1882 to represent the constituency of North York in the House of Commons. When it became necessary to fill the vacancy which occurred in 1897 in the Deputy Postmaster-Generalship, it was but natural that the Postmaster-General should seek the services of his able and energetic friend and supporter. The selection has proven a fortunate one, as Dr. Coulter has brought to his official duties the same thoroughness and capacity for work which marked his career in medicine.

Notwithstanding the preoccupations of practice, the Doctor found time to serve in the Municipal Council and on the School Board of Aurora, and for many years was Health Officer and Physician of the County Industrial Home. Until his retirement from politics in 1897, Dr. Coulter was an ardent worker in the Liberal interest. He organized



the Young Liberal Club of North York, and was for years Vice-President of the North York Reform Association. His skill as an organizer, and his ability as a platform speaker, gained for him an enviable reputation throughout the district. Dr. Coulter is a Freemason and an Oddfellow of long standing, and has for years been a member of the Ontario Medical Society, also of the Dominion Medical Society.

In 1887 Dr. Coulter married Emma, daughter of the late J. P. Wells, of Aurora, who represented North York in the Legislative Assembly in the old Province of Canada, from the general election in 1863 until Confederation, and who also sat as representative of the same constituency in the House of Commons from 1867 until the general election of 1874, when he declined the nomination.





W. L. MACKENZIE KING, OTTAWA

William Lyon Mackenzie King, Deputy Minister of Labor, and editor of the *Labor Gazette* of Canada, is a type of the young energetic Canadian, not only in his powers of concentration, but in his broad culture. His grandfather on the maternal side was William Lyon Mackenzie, who led the struggle for responsible government in Upper Canada which culminated in the rebellion of 1837. His paternal grandfather was a member of the royal forces, and was active in quelling the uprising. He is a son of John King, K.C., one of the Faculty of the Osgoode Law School, and was born at Berlin, Ontario, on December 17th, 1874. His early education was received at Berlin Model School and High School. In 1891 he matriculated at the University of Toronto, and throughout his course obtained first-class honors in all subjects in the department of political science. In 1893 he was the winner of one of the two Edward Blake scholarships. In 1895 he graduated with the degree of B.A., and entered journalism in Toronto. He was engaged on the *Globe* during the autumn of 1896, and subsequently during 1897 did special work for the *Mail and Empire*, where the trend of his studies attracted attention, for he wrote a

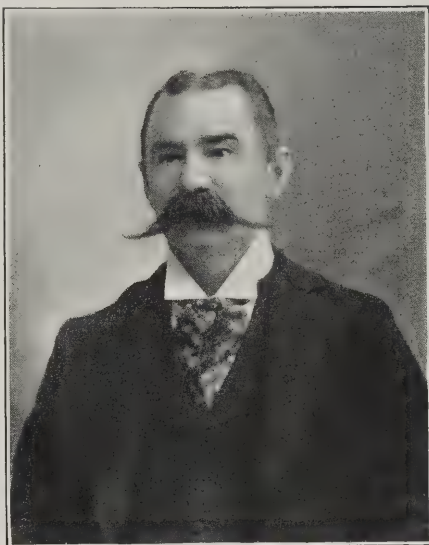
valuable series of articles on sociological questions, such as the Sweating System, the Housing of the Poor, and kindred topics. In the meantime he had completed his course in law, which he had taken concurrently with that of arts, and received the LL.B. degree in 1896, subsequently qualifying for the M.A. degree in 1897. In 1896 Mr. King accepted a Fellowship in Political Economy at the University of Chicago. For the two following years he was at Harvard University, where he was a Townsend Scholar and Henry Lee Memorial Fellow in Political Economy. In 1898 he received the Harvard degree of M.A., and in 1899 passed the examination for the Ph.D. degree. He was awarded a travelling fellowship and spent parts of 1899-1900 in England and Europe, studying industrial conditions. In June, 1900, while in Italy, he received cablegrams appointing him instructor in Political Economy at Harvard, and offering him the organizing post in the new Federal Department of Labor at Ottawa. The latter offer he accepted. The appointment was hailed with approbation by all parties. His articles in various publications had previously attracted attention. While at the University of Chicago he had gained practical experience of conditions among the poor by a residence at the famous social settlement, Hull House. He also resided for a time at one of the social settlements in London, England. In 1897 he was instrumental in calling the attention of the Canadian Government to the manner in which workmen were being sweated under the system of subcontracting of Government contracts, with the result that under commission from the Ministry he made a report which became the basis of the fair wages policy subsequently adopted by the Government.

When in Europe he was commissioned by the Canadian Government to report on methods for the prevention of sweating. Previously, in 1898, he had drawn up at the instance of the Consumers' League in Boston, Mass., a report for the Legislature on the conditions of working women in stores. On July 22, 1900, he commenced the work of organizing the New Department of Labor. Since then the Department has been steadily increasing in usefulness and scope, and Mr. King has been called upon to act as a conciliator representing the Government in important industrial disputes in the Dominion, and has practically, in all cases, been able to effect an immediate settlement.

BARTHOLOMEW MAHON ARMSTRONG, OTTAWA

Bartholomew Armstrong, son of the late Colonel Arthur Armstrong, who came to Canada in 1837, having retired from the army, and settled in the County of York, Ont.; was born at Lloydtown, Ont., on the 31st March, 1849. His mother was Miss Olivia Mahon. Mr. Armstrong was educated in the common school until he was nine years of age, when he went to the Grammar School at Paris, Ont., remaining there until he was seventeen. He then entered the Toronto Military School, where he was given a First Grade Military Certificate in 1865. On leaving the Military School, Mr. Armstrong joined the Toronto Field Battery, and saw service with the corps in repelling the Fenian invasion, being stationed on the Niagara frontier. He was granted medal and clasp for such service. Later on he was on the gunboat *Prince Albert*, then cruising on Lake Huron, where he served as Lieutenant of Marines. He retired from the service with the rank of Captain in 1873.

On leaving school, Mr. Armstrong was appointed to the Toronto Post Office as a clerk, and has been in the public service ever since. In 1879, after twelve years of good and efficient service, he was made Superintendent, a position he held until 1896, when, on a change of Government taking place, he was transferred to Ottawa, made Controller of the Railway Mail Service, and given the important work of reorganizing and reconstructing the Railway Mail Service. He has displayed great ability in doing this, and to his knowledge, experience and skill is largely due the great improvement which has taken place in the Railway Mail Service in the last five years. At the time that Mr. Armstrong was appointed Controller, the Railway Mail Service was divided into districts, with many heads and a great variety of methods. Mr. Armstrong succeeded in consolidating the service, thereby considerably reducing the expense, and securing an efficient and uniform service throughout the Dominion. By the consent of the Hon. William Mulock,



Postmaster-General, and with his assistance, Mr. Armstrong has introduced into the Railway Mail Service the system of "Case Examinations" for promotions, whereby railway mail clerks receive credit for efficiency, and favoritism and political influence are not tolerated; so that a more capable and competent class of men is obtained than could be under the old system. He introduced the system of sorting mails on the train for large cities, whereby letters can be more speedily distributed, and from four to eight hours gained in delivery after the mails reach the large centres of population. To him also is due the credit for the establishment of a system of sorting rooms at stations and junctions for newspaper matter, whereby from six to twenty-four hours are gained in the delivery of this class of mail matter. Mr. Armstrong has displayed great administrative ability in the management of the Railway Mail Service.

Mr. Armstrong married, in 1876, Emma L., daughter of Mr. W. J. Alexander, of Toronto, and has three children. In religion Mr. Armstrong is an Episcopalian.



GEORGE PATRICK BROPHY, OTTAWA

George Patrick Brophy, Superintending Engineer of the Ottawa River Works, has been associated with the inauguration and development of some of the capital city's most notable business enterprises. He was one of the first men of this part of Canada to recognize the splendid opening there was for the employment of electricity for purposes of light, heat and power. The existence within the city limits of almost unlimited water power, at that time but slightly used, inspired him and a few other gentlemen of foresight with the idea of supplying the city's needs in these lines. Their venture, small enough at the outset, has grown to be one of the most profitable of local investments. In electricity Mr. Brophy and his associates discovered the motive power to meet one of the community's greatest needs, rapid transportation. To the subject of this sketch, in common with Thomas Ahearn, Warren Y. Soper, Thomas Workman, William Scott, Peter Whelen, and the late John W. McRae, Ottawa owes the inception of its present electric street railway, admittedly one of the best

systems on the continent. Mr. Brophy has retained his connection with the concern from its start in 1893, and is to-day a director of the company. He was, along with Messrs. Ahearn and Soper, William Scott, W. G. Hurdman and William Hutcheson, ex-M.P., one of the promoters of the Chaudière Electric Company which introduced the incandescent electric lamp to the city of Ottawa in the eighties. Another business venture in which he is interested is the Ontario Graphite Company, the owner of valuable deposits of this mineral in the county of Renfrew. Mr. Brophy's companions in opening up this business were the late John W. McRae and S. H. Fleming. It is the purpose of this company to extend their operations to the manufacture of the raw material into the finished products. At present the material is simply shipped abroad in the crude state, to be turned into the various uses for which it is now demanded. As Superintending Engineer of the Ottawa River Works, Mr. Brophy has charge of all the public works and water-powers along this stream, and its various tributaries, on behalf of the Federal Government.

The subject of this sketch was born in the village of Carillon, Argenteuil county, Quebec, on the 24th of February, 1848. He removed to Ottawa when very young, went to school there, and has been a citizen of the capital since he came of age. On the 13th October, 1870, he married Elizabeth M. Clarke, daughter of Mr. M. Clarke, of Quebec, and has one son and four daughters. By profession he is a civil engineer. Mr. Brophy is a Catholic, and attends St. Joseph Church, Ottawa. He is also a Justice of the Peace for the county of Carleton, and a member of the Rideau Club. Besides being connected with the business concerns alluded to above, he is Vice-President of the Ottawa Trust and Deposit Company, and a Director of the Ottawa Gas Company. Mr. Brophy resides at 320 Chapel Street, Ottawa. He has sought no political honors, but plays the part of a true citizen, and has shown throughout his whole career an abiding faith in the city of Ottawa and in the future of Canada.

GEORGE O'KEEFE, OTTAWA

George O'Keefe, Police Magistrate of the city of Ottawa, was born in the year 1849 in the town of Bombay, State of New York, in the United States of America. Like many of the men who have attained positions of honor and trust in the history of Canada, he followed in early life the profession of school teaching and probably thereby acquired the mental training which has contributed much to his satisfactory and dignified occupancy of the magisterial bench in the capital city of the Dominion. As a young man he was a close student of law and kindred subjects, which were of value to him in his subsequent career as a law-maker and law-giver. Taking an earnest interest in public matters at an age when the fields of sport and amusement are the usual resorts of youth, that interest was understood and appreciated by his fellow-citizens, and then he became a candidate for municipal honors. He was elected an alderman of the city of Ottawa in 1876. Elected again for the years 1877 and 1878 he retired from the City Council in 1879 and did not again offer himself for membership thereof until the year 1885 when he yielded to the solicitation of his friends, became a candidate and was successfully elected. In the following years 1886 and 1887 he was successively elected to the Council Board of the city in which he had made his home. At the end of his last term he withdrew from the field of municipal politics as an aldermanic candidate after having contributed much time to the bringing about of satisfactory municipal government in the Federal capital.

In 1883 he was the nominee and candidate of the Liberal party in the city of Ottawa in the election contest for the Provincial Legislature, but through division in the Liberal ranks—an Independent-Liberal opponent having drawn some of the supporters of the policy of Provincial Liberalism from the regular nominee of that party and thereby weakened its effective fighting force against the common foe—the Conservative candidate was elected after a vigorous and exciting contest. Eleven years afterwards, in 1894, he was again a candidate for the Provincial Legislature in the interests of the policy of the Liberal party and in the en-



suings contest was successful and represented the capital of Canada in the Ontario Assembly, and for the four following years faithfully and unobtrusively served the important constituency which had intrusted their interests in Provincial affairs to his keeping. In 1898 he had evidence of the fickleness of the people that the politician, the statesman and the reformer have so often to suit. He was unsuccessful in the election contest of that year. Mr. O'Keefe had served his city faithfully and well for many years, both as an alderman and a member of the Provincial Legislature. He now was to serve her in a judicial capacity. His knowledge of law and his careful conduct of a large real estate and insurance business for years in the city of Ottawa had fitted him for the responsible position of Police Magistrate of the same city, to which he was appointed in 1899.

A Catholic in religion, and a public-spirited citizen, Mr. O'Keefe is keenly and actively interested in all benevolent movements towards the welfare and advantage of those in whose midst he lives, and much of the credit for the notable observance of law and order in the centre of political expression, with racial divisions of its population, accentuated at particular times of political excitement, is due to the calm judgment and keen sagacity of the Police Magistrate of the city of Ottawa.



THOMAS BIRKETT, OTTAWA

Thomas Birkett, one of Ottawa's two representatives in the House of Commons, is among the most successful business men of eastern Ontario. He has been in the hardware trade since he was thirteen years of age and is to-day at the head of one of the largest houses in the eastern part of the Province. He was born in Ottawa on February 1, 1844, his parents being Miles Birkett and Elizabeth (Wren) Birkett, who came from Cockermouth, Cumberland county, England, in 1838, making their homes in what is now the capital city of the Dominion. Mr. Birkett, sr., was a merchant tailor and raised a family of nine, of which the subject of this sketch was the seventh. Up till thirteen years he was sent to the public and grammar school. He then became apprenticed to Thomas Isaac in the hardware business. Nine years later the young man was determined to undertake a venture on his own account. He accordingly opened up at 24 Rideau Street. From a modest beginning the enterprise grew till in 1878 the proprietor was compelled to seek larger quarters and accordingly moved into the present building on the corner of Rideau and William streets. Later on Mr. Birkett converted his business into a joint-stock company, of

which his family are the shareholders. He opened a wholesale department and has gradually given his chief attention to that branch. A large new building recently put up in the centre of the city alongside the canal basin was necessary to accommodate his growing stock. In 1867 Mr. Birkett was chosen public school trustee for St. George's Ward, in which capacity he continued to serve till 1871. In 1873 he was elected alderman for the same ward, which seat he retained till 1878, being throughout this term Chairman of the Fire and Light Committee of Council. In 1891 he was elected to the Mayor's chair by a large majority. His election was voided on a technicality, but immediately after he was again chosen by acclamation. During his term as chief magistrate he gave attention to the erection of the Lady Stanley Institute for Trained Nurses which was opened in 1891. In 1890 he became President at Ottawa of the Advisory Board of the Dominion Building and Loan Association. One year later he was made a director of the same institution in Toronto. He has risen in the Masonic Order to the 32nd degree and takes a leading part also in the St. George's Society of Ottawa. In politics he has been for many years one of the most constant workers in the Conservative interest. From 1873 till 1890 he was Chairman of the St. George's Ward Conservative Association. When Mr. Charles Mackintosh surrendered the post of M.P. for Ottawa to become Lieutenant-Governor of the Northwest Territories, Mr. Birkett was offered the Conservative nomination. But he declined the honor for business reasons and Sir James Grant succeeded to the post for the balance of that Parliament. In October, 1900, Mr. Birkett accepted the Conservative nomination for the Commons and was elected at the general election in the month following at the head of the poll. He is a Methodist and a leading supporter of Dominion Church, Ottawa. In 1871 he married Melissa, daughter of the late Thomas Gallaher, contractor of Ottawa, afterwards a member of the Public Works Departmental staff. One daughter died in childhood but two sons have grown to manhood, the elder, Thomas M., a partner in the firm and the younger, Fred, a member of the medical profession practising in Ottawa. The latter is a graduate both of Queen's University, Kingston, and of Edinburgh University, Scotland.

MCLEOD STEWART, OTTAWA

Mr. McLeod Stewart, barrister-at-law, for more than a quarter of a century one of the most prominent figures in Ottawa, is descended on both father and mother's side from the Stewarts of Appin, Scotland, and is the eldest son of the late William Stewart, who with his wife, Catherine Stewart, emigrated to Canada in 1838, and settled in Bytown, now Ottawa, where he took up land on the bank of the Rideau Canal. William Stewart prospered as a lumber merchant, and became one of the leading men in the district, representing first Bytown and afterwards Russell, in the House of Assembly of the Province of Upper Canada.

The subject of this sketch was born in Ottawa, 6th February, 1847, and educated at the Ottawa Grammar School and at Toronto University, where he took the degrees B.A., in 1867, and M.A. in 1870. Called to the bar in 1870, he commenced practice in his native city, entering into partnership with Mr. W. A. (afterwards Judge) Ross and Honorable R. W. Scott, K.C., now Secretary of State in Sir Wilfrid Laurier's Administration. On the dissolution of this partnership Mr. Stewart continued the practice of his profession with F. H. Chrysler, K.C. He is solicitor for the Canadian Bank of Commerce and has filled a similar position to a number of large corporations.

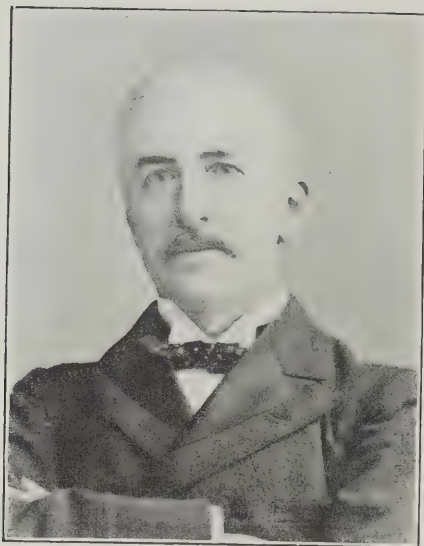
Mr. Stewart has always been a progressive man, and has been connected with a very large number of enterprises for the development of Ottawa and the Dominion generally. He was amongst the earliest advocates of the building of the Canada Atlantic Railway, which has done so much for the growth and prosperity of Ottawa, and was associated with Mr. J. R. Booth, and the late W. G. Perley, M.P., in forming the Canada Atlantic Railway Co. of which he was the first President. He has also been President of the Stewart Ranching Co. and has been on the Directorate of the city of Ottawa Agricultural Society, of the Canadian Granite Co. and other enterprises. He has been for thirty years identified with the social, municipal and charitable life of Ottawa. Was Mayor of the city 1887-88, and has been a Director of the County of Carleton Protestant



Hospital and of the Protestant Home for the Aged. He was Vice-President of the Art School and President of the St. Andrew's Society six times and of the Society for the Prevention of Cruelty. He has also been Chief of the Caledonia Club, and has been connected with several other organizations. Mr. Stewart opened the first anthracite coal mine in the Rocky Mountains, and was President of the Company formed to work it.

Mr. Stewart is best known as the persistent and energetic promoter of the Montreal, Ottawa and Georgian Bay Canal, to which he has devoted some of the best years of his life. He is President of the Company formed for building the work, with a capital of \$80,000,000, and has succeeded in getting the scheme so floated that its success appears to be assured. This canal will give a depth of 20 feet of water, between the Georgian Bay and Montreal, and shorten the distance between these points by 430 miles.

In 1874, he married Linnie Emma, daughter of Col. Walker Powell, late Adjutant-General of Militia. Mrs. Stewart is a prominent leader in Ottawa Society, and takes an active part in charitable work. She has been fifteen years President of the Old Men's Home, which she helped to found when her husband was Mayor.



JOHN COATES, OTTAWA

Mr. John Coates, M.Inst. C.E., President of the Ottawa Board of Trade, is a son of the late Mr. George Coates, Engineer, Blackett Level Mines, Northumberland, England. Mr. Coates was born at Newcastle-on-Tyne in 1845, and was educated at a private school. Adopting his father's profession he trained under that gentleman for some time, and then finished his engineering course in the famous works of the late Lord Armstrong, at Elswick, near Newcastle.

Leaving the Elswick Works in 1869, he arrived in London with little more than the proverbial half-crown in his pocket, but with plenty of pluck, resolution and determination to succeed, and a first-class education as an engineer. Young Coates was fortunate enough to secure an appointment with the well-known firm of Thomas Hawksley & Son, Civil Engineers, Water, Gas and Sanitary Experts of Westminster. This firm engineered to successful completion some of the largest undertakings in England, such as the Birmingham Sewage Works, Huddersfield Waterworks, Nottingham Gasworks and many others, with the designing and construction of the majority of which Mr. Coates was connected.

After being with the Hawksleys for ten years Mr. Coates, in 1879, severed his connection with them, and established the firm of John Coates & Co., with headquarters in London. Afterwards branches of the business were established in Melbourne and Sydney, Australia, which became the chief centres of operation. The large and important Hydraulic Power Works in Melbourne and Sydney, both great financial successes, are evidences of the skill and enterprise of this firm. This was so noticeable that in 1887, the senior member, the subject of this sketch, was proposed as a full member of the Institute of Civil Engineers, Westminster, by the late Lord Armstrong (then Sir William Armstrong) seconded by Sir James Brunlees and Thomas Hawksley, the late President of the Institute.

From 1885 to the present time the firm has been actively engaged in the erection of Gasworks, and has installed plants in more than thirty new and rising towns, situated in every colony in Australasia, reaching as far north as Cairns, Queensland, where the works were completed two years ago. In addition to these works in Australasia, Mr. Coates has carried out some important work in Canada, among other undertakings having remodelled the Ottawa Gasworks which now possess one of the most modern plants in Canada. While he was a resident of Victoria, Australia, Mr. Coates was appointed by the Government upon an important Royal Commission to enquire into the cause of the explosion of a large Armstrong gun at Queenscliffe Fort at the entrance to Port Phillip, Melbourne.

In 1892, Mr. Coates settled in Ottawa, the climate of which place he finds peculiarly well suited to his family's health, but he still makes occasional visits to Australia in the interests of his firm. He has thoroughly identified himself with the institutions of the city of his adoption, and has shown an intelligent interest in public affairs since taking up his residence in Ottawa. In politics he is a broad-minded Conservative with independent leanings towards Government control of public works such as railways, telegraphs and telephones. He is President of the Ottawa Gas Company, a Director of the Ottawa Electric Light Co., and the Ottawa Fire Insurance Co. He has been a member of the Ottawa Board of Trade for eight years and was elected President of that body in January, 1901. In January, 1902, Mr. Coates was elected Alderman for Central Ward by a very large vote, and was appointed Chairman of the Industrial Committee, to which he devoted a great deal of time and with much success. He is First Vice-President of the St. George's Society of Ottawa.

W. D. MORRIS, OTTAWA

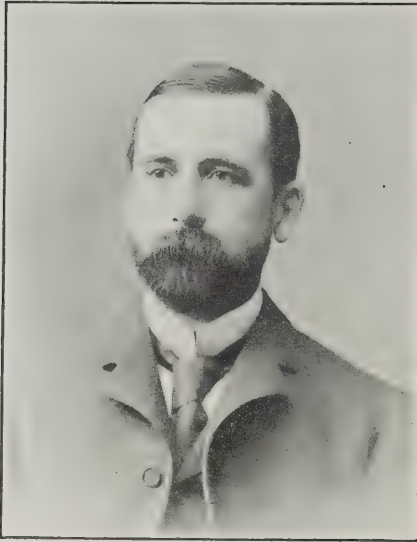
William Dowler Morris, ex-Mayor of Ottawa, eldest son of James Morris and Mary Jane Dowler, was born near Drumsna, county Leitrim, Ireland, 22nd August, 1857, his ancestors on his father's side being of Welsh extraction.

Educated at parochial and public schools until twenty years of age, he worked on his father's farm during the summer, and went to school during the fall and winter months. Seeing no great opportunity for success he emigrated to Canada in 1877, and went to Bradford, where he obtained work in a large general store. In 1879 he returned to Toronto, where he first was in the employ of W. McMaster, jr., and afterwards with the T. Eaton Co. Subsequently he entered into an engagement with McColl Bros. & Co., wholesale oils, as travelling salesman. From a pecuniary standpoint his new position was not an advance, but possessing great determination and ambition he was anxious to find employment which would give him a better chance of success. Events proved that he was right. Although the business was new to him, and the territory over which he had to travel unknown, he proved so successful that his salary was increased. In the following year, however, he accepted an engagement with the big oil firm of Samuel Rogers & Co., and remained with them until the fall of 1886, making his headquarters first at Kingston, and later at Montreal. By this time Mr. Morris had saved some money, and decided to start in a modest way for himself, selecting Ottawa as the city then promising most rapid growth and development; but Mr. Samuel Rogers, rather than lose his services, made him the offer of a partnership, which he accepted, the new firm being known as the Rogers & Morris Oil Company, Limited, of which Mr. Morris became Vice-President and Manager. Later the company merged into the present Queen City Oil Company, of which Mr. Morris is the General Manager for Ottawa, Eastern Ontario and Northwest Quebec, doing a business of about \$500,000 a year. This large business has been built up through the untiring energy of Mr. Morris, and stands as a monument to his business ability.

In politics Mr. Morris may be classed as an Independent Conservative, but has not taken an active part in political affairs, devoting his attention mostly to municipal matters, which he has handled with marked ability. Elected Alderman for Central Ward, the largest in Ottawa, 1892, by acclamation, he was defeated



in 1893. Re-elected in 1894, but owing to his energetic action as a civic reformer was again defeated in 1896. Re-elected in 1897 with the largest majority ever given in Central Ward, he served four years, during which he was chairman of many important committees. He declined nomination for the Mayoralty in 1900, but was a candidate in 1901, and was elected by a plurality of 1,546, the largest majority ever obtained in Ottawa. Mr. Morris always advocated civic reform with great success, and in the face of fierce opposition brought about the amalgamation of all the revenue collecting departments of the corporation, and effected many other reforms. As Mayor he received their Royal Highnesses the Duke and Duchess of Cornwall on the occasion of their visit to Ottawa. He was instrumental in securing \$100,000 from Mr. Andrew Carnegie for a Public Library, and was very active in obtaining funds for the relief of the sufferers by the great fire of 26th April, 1900, collecting \$11,000 from his business associates and personal friends. He has declined nomination for Federal and Provincial Parliament. Mr. Morris is a member of the Anglican Church, a Freemason, and Forester, and is connected with several other organizations. He is a large holder of valuable business and other real estate in Ottawa and the Thousand Islands. He spends the summer months at his cottage, "Derry Carne," the Thousand Islands. Mr. Morris married, in 1881, Mary A., daughter of William Olver, of Ashburn, Ontario.



GEORGE H. PERLEY, OTTAWA

Mr. George Halsey Perley, of Ottawa, is one of the most prominent men in the lumber trade of Eastern Ontario. He is a native of Lebanon, New Hampshire, and was born on the 12th September, 1857. His father, William Goodhue Perley, was long known as one of the pioneer lumbermen of the Ottawa, and operated for many years one of the finest saw-mills in the district alongside the Chaudière Falls. Mr. Perley, sr., was also one of those by whose enterprise the Canada Atlantic Railway was inaugurated. He took a deep interest in that venture, which has since been extended westward to Depot Harbor, on Georgian Bay, and eastward to connect by other systems with the ports of Montreal and Quebec, and the American cities of Boston and New York. Mr. Perley, sr., was honored by his fellow-citizens of the capital by being elected Ottawa's representative in Parliament. George H. Perley was brought up in Ottawa, went to the Grammar School there, to St. Paul's School in Concord, New Hampshire, and finally to Harvard University, from which he graduated with the degree of A.B. On June 4th, 1884, he married Annie Hespeler Bowlby, daughter of Ward H. Bowlby, of

Berlin, Ontario, by whom he has one daughter, Ethel Lesa, born on the 16th September, 1888. Mr. Perley began life as a junior partner in the lumber and timber business of Perley & Pattee, of which firm his father was the senior partner. He still retains his connection with this industry as head of the firm of G. H. Perley & Co., and as a shareholder in the Hull Lumber Company, Limited, of which he is vice-president. He is also a Director of the Diamond Glass Company, Limited, of Montreal, and for many years was Vice-President of the Canada Atlantic Railway Company. He is President of the Ottawa Golf Club, and has been President of the Rideau Club, one of the leading social organizations of Canada, to which belong most of the leading public men of the Dominion. Along with the other heirs of the late W. G. Perley, the subject of this sketch made a donation of the family homestead on Wellington Street, Ottawa, as an hospital for incurables. It is now known as the Perley Home for Incurables, and fills a long-felt want in the capital for just this class of institution. Mr. Perley is Vice-President of the Board of Management. He has for years taken an active part in the leading charities of the community. In 1897 he investigated the severe losses by fire in the counties of Prescott and Russell, and did much to help in alleviating the distress and suffering caused by the destruction of the homes and farms of so many poor people. He gave his service too, in the work of dividing the large private and public subscriptions forthcoming on that occasion. Then in 1900, when Ottawa and Hull were visited by the conflagration still fresh in the minds of all Canada, Mr. Perley was elected Chairman of the Relief Fund, which distributed nearly a million dollars to those who had lost their all in this calamity. In the last Federal elections Mr. Perley had the honor of being proposed as Conservative candidate in the county of Russell. His opponent was Mr. W. C. Edwards, another lumberman, who had represented the county since 1891. Although the latter carried the seat again, it was by a greatly reduced majority.

In the community where he resides Mr. Perley has long played the part of a model citizen. He owns a beautiful residence, 233 Metcalfe Street, and takes a deep interest in every enterprise calculated to forward the growth and development of the community. In the bye-election of 1892 Mr. Perley contested the Liberal county of Argenteuil against the Government candidate, but failed to redeem the seat.

A. D. DE CELLES, OTTAWA

Alfred Duclos De Celles, General Librarian of Parliament, is the son of Alfred C. De Celles and Sarah A. Holmes, of Colebrook, N.H., who was of Puritan descent, and a relative of the well-known American author, Dr. Oliver Wendell Holmes. His ancestors were amongst the earliest settlers in Canada. Born at St. Laurent, Quebec, 25th of August, 1844, he attended the parish school, founded by his uncle, Abbé St. Germain, in 1843, and entered Laval University in 1860, taking a preparatory course. The University honored him in 1894 by conferring on him the degree of "Docteur-ès-lettres." While at the University he developed a taste for what afterwards became his life-work, by editing for three years the college paper, *l'Abeille*, and was also Librarian of the College for four years. He left Laval on 17th of February, 1867, taking the degree of B.A., and the next day joined the editorial staff of *Le Journal de Quebec*, during the absence in Europe of Honorable Joseph E. Cauchon, at one time a famous politician in Quebec. He remained with *Le Journal* until 1873, when he accepted the position of editor of *La Minerve*, Montreal, the leading French-Canadian paper in the Province of Quebec. In 1880 was appointed Assistant Librarian of Parliament as successor to the late Gerin Lajoie. On the death of Dr. Alpheus Todd, Librarian of Parliament, and the consequent rearrangement of the department in 1885, Mr. De Celles was appointed General Librarian, a position he still holds.

While engaged in newspaper work he represented *Le Journal de Quebec* and *La Minerve* in the Press Gallery at Ottawa and was known as an accurate and moderate correspondent to those papers. Edited *L'Opinion Publique*, Montreal, 1881-83, and has been a member of the Board of Civil Service Examiners since 1882.

Mr. De Celles is a member of the Royal Society of Canada and has contributed many valuable papers to that institution. He is well and widely known as a graceful and scholarly writer of considerable ability, whose contributions to literature have attracted much attention. In 1896 he received from the French Government the honorary distinction of

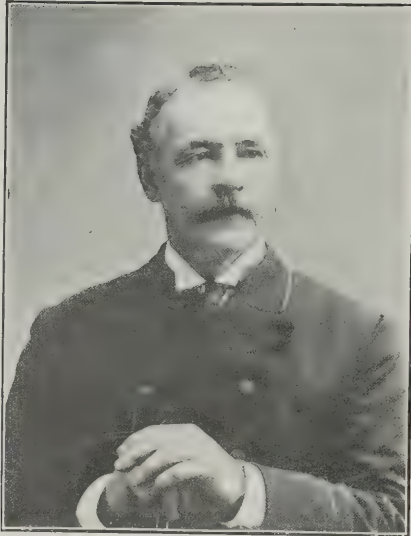


"Officier de l'Institut Public," and in the following year his work "Les Etats Unis ; origine, institutions, developments," was crowned with a prize in the gift of the French Academy of Political and Moral Sciences, Paris, viz: 500 francs. In the same year (1897) Mr. De Celles attended the World's Congress of Librarians held in London, England, as a delegate from Canada.

In his early days of newspaper work, Mr. De Celles was a member of the Liberal-Conservative party and gained considerable influence by his editorial writings. He took but little active part in politics, except on one occasion, 1878, when he was Secretary-Treasurer and Manager of the Liberal-Conservative party in the district of Montreal. Mr. De Celles' management was highly successful; the Conservative party had a very large majority in that part of the Province of Quebec.

While editing *Le Journal de Quebec*, Mr. De Celles studied law and was called to the bar of the Province of Quebec in 1873, but has never practised as a barrister. He has not, however, abandoned his literary labors and is a frequent contributor to the magazines.

In religion Mr. De Celles is a Catholic. Married, in 1876, Eugénie Dorion, daughter of Eugene Dorion, who was for many years Law Clerk and French Translator in the House of Commons, Ottawa, and has issue one son, Alfred Eugene, who is a medical student.



HON. JOHN COSTIGAN, OTTAWA

The Hon. John Costigan was born of Irish parents at St. Nicholas, in the Province of Quebec, Feb. 1st, 1835. Educated at Ste. Anne's College in his native Province, he took up his residence in New Brunswick, and soon became known as an earnest advocate of the cause of the race and religion to which he belonged. Appointed Registrar of Deeds for the County of Victoria, and a Judge of the Inferior Court of Common Pleas, he resigned these positions to take an active interest in the grave political questions then agitating the country. In 1861 he was elected a member of the Legislature of New Brunswick for the County of Victoria, N.B., as a Conservative. Upon the consummation of the Confederation policy, which he had so determinedly opposed, he was elected in 1867 a member of the first Parliament of the Dominion of Canada. A firm believer in the political rights of Roman Catholics, in the religious-political question of Separate Schools, which had become of burning interest in New Brunswick, he brought all the resources of an intense purpose and a natural eloquence to bear upon the Federal Government to secure the disallowance of the measure so obnoxious

to his co-religionists in his adopted Province. Through his efforts, supported by the late Hon. T. W. Anglin, the clauses particularly objectionable to Roman Catholics were eliminated. Though a Canadian, Mr. Costigan never forgot the land of his forefathers. As far as constitutionally lies within his power he is a supporter of the cause of Home Rule in Ireland. A series of resolutions embodying approval of a measure of self-government for Ireland was submitted to the Canadian House of Commons by him in 1882, and was carried unanimously in that Chamber, and with only six dissenting votes in the Senate.

On May 23rd, 1882, he entered the Government of Sir John A. Macdonald as Minister of Inland Revenue. He also held this important Portfolio in the Administration of Sir John Abbott. In 1892, upon the retirement of Sir John Abbott as the leader of the Government and Conservative party, he was Secretary of State in the Administration of Sir John Thompson from December 5th, 1892, to December 12th, 1894.

On the reformation of the Cabinet after the death of Sir John Thompson, under the Premiership of Sir Mackenzie Bowell, he was Minister of Marine and Fisheries, and continued as such under the leadership of Sir Charles Tupper, when the latter became Premier, until the resignation of the Government consequent upon the defeat of the Conservative party in July, 1896. From various causes, arising through internal differences within the Conservative party, Mr. Costigan now sits in the House of Commons as an Independent-Conservative, and his support is given to measures brought before Parliament entirely free from his political connections of the past. As a mark of the regard of his friends, he was presented with a homestead in the city of Ottawa in 1885, where he has since resided. In 1896 he was a delegate to the Irish National Convention held in London, England.

He was married in 1885 to Harriet, daughter of John Ryan, of Grand Falls, N.B. His late son, John R. Costigan, K.C., was for several years Crown Prosecutor in the Northwest Territories and a practising barrister in Calgary.

HON. ERSKINE HENRY BRONSON, OTTAWA

Honorable Erskine Henry Bronson, of Ottawa, was born in Bolton, Warren County, New York, in 1844. His mother was Editha Pierce of an old New England family. His father, Henry Franklin Bronson, after removing from New York State to this country, became one of the pioneer lumbermen of the Ottawa Valley. He visited Bytown, now Ottawa, first in 1849, and made his home there in 1853. He built on Victoria Island, in the Ottawa River, the first sawmill to supply lumber from the Ottawa section for the American market. The venture prospered and grew into one of the most profitable businesses of Eastern Ontario. Those and the years which followed saw the building up of many a huge fortune out of the pine lumber trade. In the prosperity of the period the Bronsons had their part. The subject of this sketch at the age of twenty-one left school and went into his father's business, familiarizing himself both with the shantying and the office and mill features of the industry. In 1867, Confederation year, he was given an interest in the business. The Bronson-Weston Lumber Co. had for over twenty years an average annual cut of fifty million feet of lumber, cutting one season eighty-five millions. In 1898, the sawmill was dismantled but the firm still owns large areas of timber land, covered with pine and spruce, in the Province of Ontario and Quebec. To-day Mr. Bronson is President of the Bronson Company of Ottawa; the Ottawa Power Co.; the Ottawa Carbide Co., which owns a large plant on the Bronson mill site at the Chaudière, and the Little River Redwood Co. of California, which owns a large quantity of redwood in that State. He also took a prominent part in the inauguration of the Ottawa Electric Co., and is one of its directors.

Mr. Bronson's services have been employed in a public capacity in many different connections. He was a member of the Ottawa Public School Board for fourteen years. He belonged to the Ottawa City Council from 1870 to 1878 and as Chairman of the Finance Committee drafted the bill for the consolidation of the city's debt and secured its enactment by the local Legislature. In 1882 he was a candi-



date in Carleton county for the House of Commons; but like all other Liberals who have aspired to parliamentary honors in that county since Confederation, his aspirations were not realized. Then in 1886 he was chosen member for Ottawa in the local Legislature at Toronto, a post he retained till 1898. On September 10th, 1890, Mr. Bronson accepted an invitation to join Sir Oliver Mowat's Government without Portfolio. He held a similar position in the Government of Honorable A. S. Hardy up till the time of his withdrawal from politics. In 1895 he secured at Toronto the passage of legislation regulating the incorporation and powers of suburban electric railways in Toronto. Two years later he proposed a scheme in the Legislature to settle on the unoccupied lands of the Province the unemployed of Ontario.

In 1874 Mr. Bronson married the only daughter of Professor N. B. Webster of Norfolk, Virginia, formerly resident in Ottawa. He has two children—a daughter, Isabel, the wife of Robert A. A. Johnston of the Geological Survey staff of Canada, and a son attending school. In company with his brother Frank he takes a leading part in the management of the affairs of St. Andrew's Church, Ottawa, and was appointed a delegate to the Glasgow Conference in 1896.



HON. PETER WHITE, PEMBROKE

The Honorable Peter White was born August 30th, 1838, in the town of Pembroke, Ontario, founded ten years before by his father the late Lieutenant-Colonel White, one of the pioneer lumber merchants of the Ottawa Valley. Educated at local schools and afterwards trained in the practical school of an Ottawa Commercial House, he entered into partnership with his brother, A. T. White, in the lumber business, which is still continued under the firm name of A. & P. White. Despite the time demanded for the earnest conduct of a large and growing business he served for several years as Reeve of the township and town of Pembroke, and was of material assistance in the promotion and construction of the Kingston and Pembroke Railway. His entry into the arena of Dominion politics was in the general election of 1872 as the Conservative candidate for North Renfrew.

Undismayed by the non-success of his first political venture and conscious of the tide of adversity in which the fortunes of his party were almost overwhelmed, he was again a candidate in the general election of 1874. So well did he possess the confidence of those among whom he lived, that he received a ma-

jority in the hardest-fought fight the constituency has ever known. Although unseated and defeated in the consequent bye-election in the following year, the electors of his native county renewed their confidence by electing him their representative in the House of Commons in 1876, as a supporter of Sir John A. Macdonald. At the general elections, 1878, he was re-elected, and at each subsequent general election until 1896. Differing with his leaders as to their policy on the Manitoba School Question, then exciting intense interest throughout the country, in the contest during the general elections of 1896 he fearlessly expressed his opposition to their policy and was defeated in North Renfrew by a small majority. As a member of Parliament, the respect and confidence given by his constituents have been indorsed by appointing him Chairman for several years of the Standing Committee on Agriculture and Immigration and afterwards electing him Speaker during the seventh Parliament, 1891-1896. "His undoubted business ability and keen grasp of public affairs combined with a quiet manner and a straightforward, judicial way of viewing questions," eminently fitted him for the position of Speaker of the House of Commons, and demanded and received the respect of that body. In March, 1897, he was called to the Privy Council of Canada. In party councils he was a member of the Board of the Liberal-Conservative Union of Ontario, 1896, and in commercial enterprises is President of the Pembroke Electric Light Co.; a Director of the Pembroke Lumber Co., and President of the Crystal Gold Mining Co.

Married in December, 1877, to Miss Thompson, of Nepean; of his four children, Herbert P. is a student at Queen's College; Gerald V., a mining engineer in Nova Scotia; Lindsay A. White is attending the Ashbury College, Ottawa, and his only daughter, Muriel, Trafalgar School, Montreal.

Mr. White is an adherent of the Presbyterian Church, and still maintains an active interest in the progress and welfare of Pembroke and his old constituency. A representative Canadian, he is a type in the force and quality of his mind and heart, both in the business in which he is engaged and the councils which he has left of that distinctive "Canadianism" which is making toward the building of a great and prosperous country.

W. R. WHITE, PEMBROKE

Canada has become old enough to have already families the members of which individually and collectively have made their mark on the progressiveness of her national life. It may be within certain limitations, but throughout the settlement of the whole Dominion, from the Atlantic to the Pacific, much of the success and progress of certain districts have been largely owing to the distinctive qualities of brain and heart possessed by the members of some individual family. When the district of the Upper Ottawa was a wilderness, with its virgin forests practically untouched by the axe of the lumberman, the late Lt.-Col. White, a native of Edinburgh, Scotland, and one of the pioneer timber merchants of the Ottawa Valley, founded the town of Pembroke, in the Province of Ontario in 1828. By his wife, Cecilia, daughter of John Thompson, Esq., Nepean, Ont., he had three sons who have been prominent in the public life of Canada, and in the great advancement of that region whose resources of late years have been so greatly developed—Peter White, the ex-Speaker of the Canadian House of Commons; Andrew T. White, late M.L.A. for North Renfrew, now deceased, and William Robert White, the subject of this sketch.

Born in the town of Pembroke, Ont., on the 16th of September, 1843, he was educated at the local schools, by private tuition, and at the Victoria College at Cobourg. After complying with the regulations of the Law Society of Upper Canada, as a student at law, in the office of Mr. Thos. Deacon, Q.C., afterwards Junior Judge of Renfrew County, and for two years in the office of Messrs. Roaf & Downey, of Toronto, he was called to the bar in 1868 and immediately began the practice of his profession in his native town, where in 1895 he established the law firm of White & Williams, and where he has since resided. Successful as a practitioner in the courts, he also was an active and leading participant in political and municipal affairs. For three years he was elected Mayor of Pembroke, and served for twelve years as a member of the Council, and was elected Warden of the County of Renfrew by the County Council for



one year. In commercial and professional affairs he has taken a conspicuous place in the progress of Pembroke, and is President of the Pembroke Navigation Company, and Solicitor in the County of Renfrew for the Canadian Pacific Railway, the Quebec Bank and the Pembroke Electric Light Co.

Socially, he is a member of the Masonic Order of exceptional prominence, having become a member of Ionic Lodge A.F. & A.M. in 1868, and a member of Grand Lodge in 1872, Grand Master in 1895-96, and is also a 33rd Degree Scottish Rite Mason, and a member of the Supreme Council for the Dominion of Canada, a Knight Templar, and is known throughout Ontario as one of the most earnest members of the Order. Professionally, Mr. White's reputation at the bar has been recognized by the Crown and by his brethren. In 1889 he was created Queen's Counsel, and in 1901 was elected a Bencher of the Law Society.

He married in October, 1871, Jennie, youngest daughter of the late Lt.-Col. M. Wilson, Onondaga, Ont. Of his three children, John C. is a barrister in partnership with his father; Reginald B., a physician at Camp McKinney, British Columbia, and Charles Tupper White, a mining expert and assayer in Sydney, Australia. A Conservative and a member of the Episcopal Church, Mr. White is in the political, commercial and social life of Eastern Ontario a potent factor in the progress, development and welfare of Canada.



ALEXANDER BARNET, RENFREW, ONT.

To the industry and enterprise of the lumbermen of Canada much of our present prosperity is due. The fields of Canadian endeavor have widened, and the opportunities for capital and labor have multiplied since the great timber merchants exploited to any great extent the wealth of our forest lands. The plains of the great Canadian West were then merely the home of the trader, the Indian and the bison. Our manufactories were then in their infancy, and our mineral wealth existed in the bowels of the earth and in the vague and general reports of explorers and engineers. To the lumbermen of Canada the present generation owes much. They were the pioneers in the development of Canada's illimitable resources. Among those sturdy, self-reliant, resourceful men who during the latter half of the nineteenth century practically hewed their way to fortune was Alexander Barnet, of Renfrew, Ontario. Born in the county of Renfrew, on the 25th of February, 1840, when the present prosperous town of Renfrew was but a lumber village in the backwoods, he received his education at the country school, and as a boy of

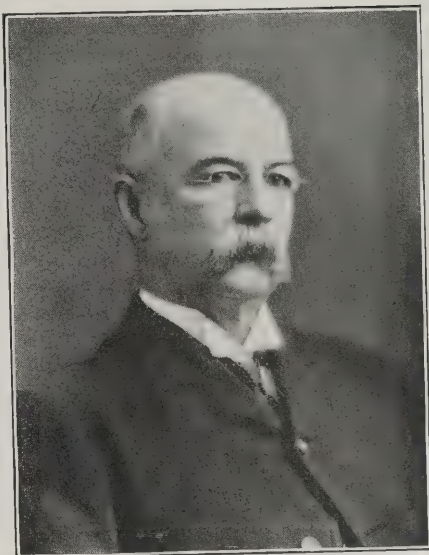
fifteen entered upon the arduous calling of a lumberman, which he followed in all the many phases of that hardy, many-sided life until he was twenty, adding to the primary education received at the country school-house by attending night-school whenever the opportunity offered.

In the winter of 1860-61, having a good pair of horses and \$300, saved from the small wages of the working lumbermen of those days, he started business on his own account, and with variable success in those days of uncertainty in the lumber trade, he continued his operations on the Madawaska and its tributaries. In 1865, in conjunction with William Mackay and William Bannerman, under the name of Barnet, Bannerman & Co., they commenced lumbering on the Bonnechere on a larger scale. Buying out the interest of Mr. Bannerman in 1876, William Mackay and Alexander Barnet continued on the business, under the name of Barnet & Mackay, until 1884. In 1869 Mr. Barnet formed another partnership with Thomas Mackie, M.P., of Pembroke, and they did business together for nineteen years, during which time they manufactured timber principally for the foreign trade. An idea of the development and dimensions of their business may be had from the fact that, beginning to manufacture for export in 1866, and continuing until 1900, they delivered in Quebec for the English market 400,000 to 500,000 cubic feet annually. Few men have been so long personally and actively identified with the lumbering interests of Canada as Mr. Barnet, he having operated on nearly all the waters tributary to the Ottawa River above the city of Ottawa, and now, after nearly half a century's devotion to his business, is as assiduous and energetic in the conduct of the business (and still retaining over 350 square miles of timber limits on the Ottawa tributaries and British Columbia) that has grown up through his efforts and ability. Of North of Ireland descent, his parents having come to Canada in 1830, he is a Presbyterian in religion. Married in 1867 to Miss Jane Greene. Of his eight children three of his four sons are connected with the lumber business, the youngest still going to school.

H. F. McLACHLIN, ARNPRIOR, ONT.

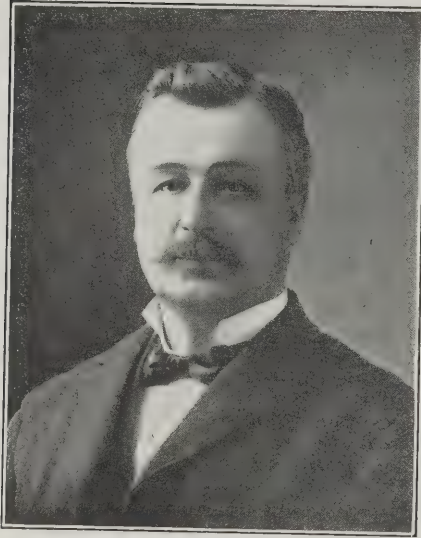
Hugh Frederick McLachlin, Arnprior, Ont., was born at Ottawa, October 12th, 1848, and was married at Toronto in 1879 to Mary Champney. He received his education at Chambly private school, Montreal, and entered the lumber business. He is now in partnership with his brother, Claude McLachlin, in the manufacture of sawn lumber, the firm of McLachlin Bros. being widely known. They are owners of over 2,000 square miles of timber limits in Ontario and Quebec Provinces, and are also owners of the Arnprior flour mills. They have done much to build up the town, and are owners of a number of business and residential blocks of property in that place. Mr. McLachlin did not complete his studies at the Montreal private school, being compelled to return home owing to trouble with his eyes. When he had sufficiently recovered from his ailment and was able to take up business he went into the lumbering trade with his father, the late Daniel McLachlin, who was one of the pioneer lumbermen of Canada. Mr. McLachlin, sr., was born at Point Fortune, Quebec, in 1820, and died at Arnprior, Ont., February 6th, 1872. He was a most important factor in the social, commercial and public life of his day, and has left an impress upon Renfrew County which will long perpetuate his name. To his genius and foresight may be attributed the present prosperity of Arnprior. He was a public man, and while living at Ottawa he represented a constituency of the capital in Parliament, and was afterwards chosen as a representative of Renfrew County.

After confederation he represented the south riding of Renfrew in the House of Commons. During the visit of King Edward VII to Canada, Mr. McLachlin had the great honor of entertaining the present King and his suite when they visited Arnprior. He was a generous, genial gentleman, a splendid specimen of the sterling Canadian pioneer, and his son, the subject of this sketch, inherits many of his business and other qualities. Upon the death of his father, Hugh F. McLachlin entered the partnership with his brother, which at present exists, and continued



the business which prospers and has assumed such immense proportions. The firm has sawn an average of sixty million feet of lumber a year for the past quarter of a century. The McLachlin mills have been operated at Arnprior for over sixty years. Of late years the water-power has proven inadequate for the large demands upon it, and steam mills have been erected. McLachlin Bros. have operated for years on the Madawaska, Bonnechere, Petawawa, Kippewa, Black River, Coulange, and many other tributaries of the Ottawa River. At present they furnish employment to over 1,000 men. During the past twenty years the firm has built up an extensive trade with the South American States, and has also established a rapidly increasing business with South Africa and Australia.

Mr. McLachlin has a large family, five sons and five daughters. His son Daniel is a student at McGill University, Montreal, while Hugh, John and Kenneth are at a private school. Colin is not yet of school age. Being such a busy man, Mr. McLachlin has not yet seen his way clear to accept offers of nomination for political offices. He is a Conservative, an adherent of the Presbyterian Church, and is connected with the A.F. & A.M. His residence at Arnprior is considered by many to be one of the finest located homes in Canada.



WILLIAM THOBURN, ALMONTE, ONT.

A career which illustrates what can be accomplished by an energetic, resourceful man in a growing country, is that of Mr. William Thoburn, woollen manufacturer, of Almonte, Ontario. Mr. Thoburn was born on April 14th, 1847, at Portsmouth, England, but spent his childhood at Woolwich, England. His father, John Thoburn, and his ancestors, were shipwrights at Woolwich, for a century and more, and his mother's stock has also been in the shipbuilding trade for generations.

The subject of this sketch attended the Public and Government schools at Woolwich until he reached the age of ten. In 1857, on account of the general depression existing in the shipbuilding trade, his father decided to emigrate to Canada. Seeing on the map the name of Fitzroy Harbor, out on the Ottawa river, he inferred, in ignorance of the inappropriateness of the name, that there would be a shipbuilding plant there, and an opportunity to ply his trade. Making it his objective point he came direct to Ottawa, and thence by boat and stage to Fitzroy Harbor, only to find to his deep regret that there were no shipyards or shipbuilding, either there or at any point along the

Ottawa, and so turned to farming for a livelihood. Young Thoburn remained with his father until he was fifteen, when he hired out as a farm hand at the wage of \$4 per month. In the spring of 1867 he left the farm and went to Almonte, where he secured a position in the woollen mills of B. & W. Rosamond, where he learned the trade of a finisher. He started at the age of twenty, at the wage of 60 cents per day, and served two years in the factory. In 1869 he, in company with his eldest brother, opened a small feed and provision store in Almonte. Starting in a humble way the firm prospered, and later merged it into a grocery store. For eleven years Mr. Thoburn continued in this business, and in the autumn of 1880, having accumulated the necessary capital, he decided to return to the woollen trade. He disposed of his grocery business and purchased an abandoned furniture factory in Almonte, fitted it with machinery, and began the manufacture of fine flannels, and has since continued to manufacture "Thoburn's All-wool Flannels," which are well known throughout the Dominion. The mills have not been closed down for a single working day since 1880, and have an average production of \$75,000. He is a prominent member of the Woollen Manufacturers' branch of the Canadian Manufacturers' Association.

In religion Mr. Thoburn is a Methodist, and he is also a member of the Sons of England.

In politics he is a Conservative, and he has taken a deep interest in the municipal affairs of his own town. He was for five years a member of the Public School Board, for four years a leading and active figure of the Town Council. He was honored by being elected Mayor of Almonte for two terms of two years each, once by acclamation. As Mayor he was instrumental in securing the construction of new and handsome municipal buildings, and of two steel bridges, and of establishing an up-to-date fire equipment.

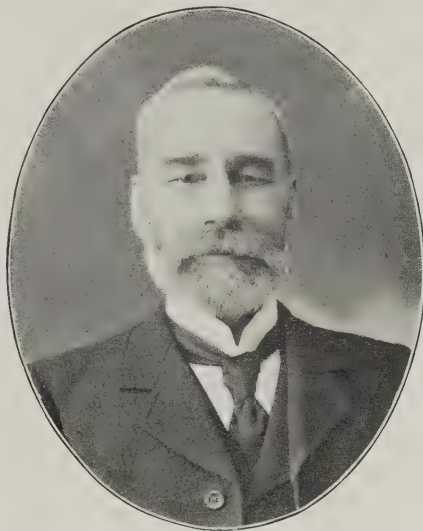
He was married in 1868 to Miss Margaret Lyons, and has two daughters, Mrs. Percy V. Jamieson, of Almonte, and Mrs. Arnold M. Ivey, of Toronto.

JAMES GILLIES, CARLETON PLACE

James Gillies, Carleton Place, Ont., was born in the township of Lanark, County of Lanark, Ont., January 26th, 1840, and for many years he has been prominent in the lumbering industry. At present he is the executive head of The John Gillies Estate Co., Ltd., manufacturers of gasoline and steam launches and sawmill machinery at Carleton Place. He is also President of Gillies Bros., Ltd., Braeside, Ont.

Mr. Gillies received an ordinary district school education. When he was fifteen years of age he began work in the lumber and grist-mill business, which was owned by his father, the late John Gillies, who shortly after this took in as partner in the lumber business Mr. Peter McLaren, (now Senator McLaren) from which date the firm business was conducted under the firm name of Gillies & McLaren. Mr. James Gillies was connected with this firm in different capacities up to its dissolution in 1874. In 1886, when they built and started to operate large sawmills at Carleton Place, he moved there and had charge of that part of their business until the firm was dissolved. It was as far back as 1873 that the Gillies Bros. Co., Ltd., was formed, the firm consisting of James, William, John and David, sons of the late John Gillies. They bought a sawmill plant at Braeside, Ont., which has been enlarged and improved, so that at present they manufacture about 40,000,000 feet of lumber annually, besides shingles, laths, railway ties, etc., giving employment to over one thousand men in the mills and bush operations. They hold about one thousand miles of lumber territory on the Upper Ottawa, part in the Province of Ontario and part in Quebec, situated on the Coulonge, Petewawa and Montreal Rivers, and on Lake Temiscamingue. A greater part of their output for the past thirty-five years has been sold in United States markets, but during the past few years sales to Great Britain are rapidly increasing.

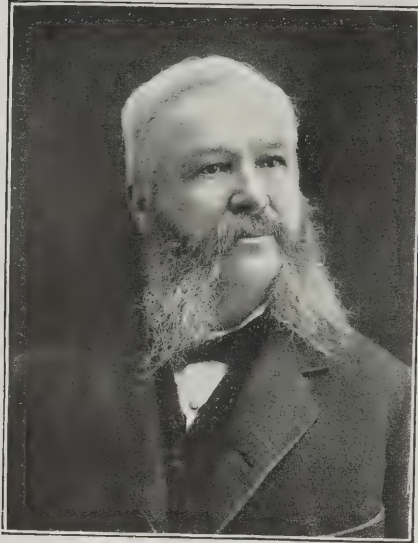
In 1882 the firm of Gillies, Son & Co. was established, the partners being the subject of this sketch and his father. The business was inaugurated for the manufacture of woollen cloths. An up-to-date and expensive



woollen plant was installed at Carleton Place, and their fine tweed and silk mixtures soon became so popular that a trade amounting to a turnover of about \$100,000 a year in the Dominion resulted. The woollen plant in 1900 was transferred to the Canadian Woollen Mills, Limited.

Mr. Gillies was married in 1867 to Miss Eleanor Ackland, daughter of Hugh Ackland, woollen manufacturer. They have seven children, of whom the eldest, John S. Gillies, is secretary and treasurer and has charge of the head office of the Gillies Bros., Limited, at Braeside. Alfred J. Gillies is proprietor of The Laces and Braid Mfg. Co., Toronto Junction. Geo. A. Gillies is in the 1903 class at McGill University, and David A. Gillies is in his second year in "Arts" at Queen's University. The daughters are: Mary E. (Mrs. W. J. Muirhead), who lives in town; J. Ida and Florence E. B., who are at home.

Mr. Gillies is connected with the Presbyterian church. He is a Liberal in politics, and has taken considerable interest in municipal affairs. He served as a member of the School Board in Carleton Place for a number of years, and during part of that time he was Chairman of the Board.



J. P. WISER, PRESCOTT, ONT.

Of the prominent men in Canada who had their birthplace in the United States and have cast in their lot as British subjects with Canada, is John Philip Wiser, of the town of Prescott, in the Province of Ontario.

Born in Trenton, Oneida county, in the State of New York, one of the United States of America, the son of Isaac John Wiser and Mary Egert, his wife, educated in the schools of his native county, he came to Canada as manager for Egert & Averall then conducting a distillery business in Prescott.

In the year 1857 he purchased an interest in the firm and in the year 1862 acquired all his partners' interests. This business has been operated by Mr. Wiser since 1857 and its products are sold throughout the Dominion of Canada and exported to the United States, China and the Philippine Islands.

The distillery gives employment to nearly 100 men and is the third in capacity in the Dominion. Besides the above, Messrs. J. P. Wiser & Sons, Limited, which is the present style of the firm of which Mr. Wiser is President, own and operate in connection with their

farm of 600 acres situated 1-2 mile west of Prescott, a large brickyard giving employment to 40 men in the manufacture of pressed and common brick and drain tile.

The stables in connection with the distillery are capable of feeding 1,000 cattle. From these barns the first cattle were exported to Great Britain and Mr. Wiser can claim to be the pioneer in the export cattle trade.

In addition to his interests in Canada, Mr. Wiser was the President of the Dominion Cattle Co. that operated a ranch of 1,750,000 acres in the Panhandle district of Texas, U.S. When their lands were opened for settlement by the United States, Mr. Wiser acquired a ranch in Lyon and Waubunsee counties, Kansas, where he had as many as 4,000 cattle that were bred and fattened for the Kansas City and Chicago markets. Selling out above business in 1895, he has since confined his attention to his business in Prescott.

To the live stock industry of Canada the enterprise and intelligence of Mr. Wiser has been of great value. He served as a member of the Ontario Agricultural Commission in 1880 and imported at great expense the celebrated Rysdyk Hambletonian stallion and other high-bred trotting stock into Canada, notably Chestnut Hill, Phil Sheridan, Hiram Woodruff, Orient, Wm. B. Smith, Barbara Patchen and Joe Brown, which were trained and stood on his farm.

Mr. Wiser is President of the Prescott Elevator Company and a Director in the Montreal Stock Yards Company, Montreal Lighterage Company and Imperial Starch Company.

A Liberal in politics, he was returned to the House of Commons in 1878, but did not seek re-election.

Married to Emily, second daughter of Honorable H. Godard, of St. Lawrence county, N. Y.; issue, four sons and two daughters, Harlow G., Eugene Frank, John Abel, Isaac P., Mary Kate and Alice Maude. Those surviving are Eugene F., Treasurer, Isaac P., Vice-President of J. P. Wiser & Sons, Limited, and Mary Kate, wife of W. C. Brown, Chief Engineer of the Worthington Pump Co., of Brooklyn, N. Y.

ALBERT WHITNEY, PRESCOTT, ONT.

In the industrial and commercial life of Prescott, the county town of the county of Grenville, there is no manufacturing institution of greater consequence than the distillery business of Messrs. J. P. Wiser & Sons, Limited, of which Albert Whitney, the subject of this sketch, is Secretary. How great are the dimensions of the business and what a material effect it must have on the commercial progress of the town and surrounding district can be understood from the fact that the products of the distillery are exported to all parts of the world, and demands not only the investment of a great amount of capital and the employment of a numerous body of workmen, but also business relations with the farmers and merchants throughout Eastern Ontario, and that the secretary of such a company is a man of no inconsiderable consequence in the commercial life of the Dominion of Canada must be evident. As the active secretary of the company, with its trade relations extending not only throughout Eastern Ontario, but throughout the whole Dominion, and a considerable part of the Eastern States of the American Union, Mr. Whitney is brought into commercial and trade relations with every phase of life throughout the American world of trade as well as through his own personality affecting the welfare and progress of the town of Prescott, whose fellow-townsmen have taken frequent occasion to honor him by election to positions of responsibility in the interests of the town. Born in the township of Williamsburg, in the county of Dundas, in the Province of Ontario, in June, 1841, the son of Richard L. Whitney, and Clarissa Fairman, his wife, he is a brother of Lieut.-Colonel James Pliny Whitney, K.C., M.P.P., leader of the Liberal-Conservative Opposition in the Ontario House of Assembly, and who has represented the county of Dundas in the local Legislature of Ontario continuously since 1888.

Educated at the public schools of his native village until the age of fifteen, and afterwards at the Matilda Grammar School under the supervision of Rev. Albert Carman, he accepted a position in the forwarding office of Messrs. Averell & Hooker, at Prescott, as junior clerk.



Upon the withdrawal of the senior member of the firm, Mr. William Averell, from active business, they were large stock-holders in the local distillery, and Mr. Whitney was transferred from the forwarding office to the distillery as book-keeper. In 1883, upon the reorganization of the business, and the formation of the present firm of J. P. Wiser & Sons, Limited, Mr. Whitney became secretary of the company, which position he still holds.

A member of the Town Council of Prescott, for twenty-one consecutive years, he has been Chairman of the Finance Committee of the Council for nine years, a position which his knowledge and ability eminently fitted him for.

A strong Liberal, he has taken an active interest in political affairs throughout Eastern Ontario, and in 1901 was elected President of the Reform Association of South Grenville.

A member of the Church of England he was married in 1872 to Charlotte Coursolles, daughter of Alpheus Jones, Esq., of Prescott. Of his five children, Marion Charlotte is the wife of Mr. Carlos Warfield, of Helena, in the State of Montana, U.S.A.; Richard A. is a teller of the Merchants Bank of Canada, at Prescott, and Mary L., Emily W. and Gladys G. reside with their parents at Prescott. Through Mr. Whitney's connection with one of the great industries of Ontario he is a material factor in its social and political life.



ROBERT ABERCROMBIE PRINGLE, M.P.,
CORNWALL, ONT.

Robert Abercrombie Pringle, M.P., Cornwall, Ontario, was born December 15th, 1855. He is a son of the late J. F. Pringle, for twenty-three years Senior County Court Judge of the United Counties of Stormont, Dundas and Glengarry. J. F. Pringle was of Scotch descent, but was born in the city of Valenciennes, Dept. Nord, France. Mr. Pringle's mother was a daughter of Colonel the Honorable Alexander Fraser of Fraserfield, Glengarry. Mr. Pringle is a member of the legal firm of Leitch, Pringle & Cameron, barristers of Cornwall, who enjoy an extensive practice, being solicitors for the Corporation of the Town of Cornwall; Ontario Bank; Canadian Colored Cotton Mills Co.; the Stormont Electric Light & Power Co.; the Cornwall Manufacturing Co.; the Cornwall Furniture Co., etc.

Until 16 years of age the school days of Mr. Pringle were spent in the common and public schools at Cornwall. He then entered Queen's University, of which he is an undergraduate. He interrupted his studies at Queen's, to accept a position in the Civil Service in Ottawa,

having been appointed Assistant Private Secretary to the Honorable William Ross, who was at that time Minister of Militia. After holding this position for six months, he left Ottawa to accept a position on the staff of Lindsay Russell, C.E., who had charge of the Peace River Survey. Mr. Pringle spent two years on this expedition in the Northwest Territories, and was under articles to Alexander Russell C.E., when the survey was abandoned. Mr. Pringle then returned to Cornwall and in 1876 entered upon the study of law in the office of Messrs. Carman & Leitch, with whom he remained two years, going to Toronto in 1878, where he completed his term in the offices of Messrs. Crooks, Kingsmill & Cattnach. In 1881, after being admitted as an Attorney he opened an office in Durham, County Grey, where he practised for two years, returning to Cornwall in 1883, to enter into partnership with James Leitch, K.C.; R. B. Carman, Mr. Leitch's former partner, having been appointed to the bench. Mr. Pringle has continued as a partner of Mr. Leitch's since that time.

Mr. Pringle is a Conservative in politics, and received the nomination from the Conservative party in Cornwall and Stormont in 1896, but retired in favor of the late Dr. Bergin. He again received nomination in 1900, and was elected by a substantial majority.

He is highly respected and has been treasurer of the Town of Cornwall for the past 16 years.

In religion he is an Anglican. He is connected with the A.F. & A.M., Sons of Scotland and A.O.U.W.

Mr. Pringle is a member of the Rideau and Albany Clubs.

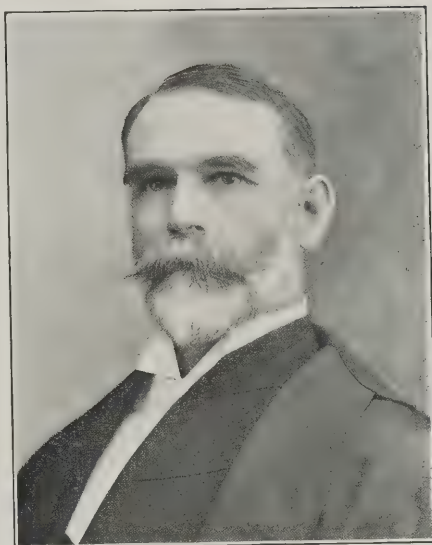
Mr. Pringle was married at Cornwall, Ont., in 1884, to Miss Ada Vanarsdale, daughter of J. H. Vanarsdale, and the union has been blessed with three children, two of whom are living. James F. Pringle, eldest son, is at present a student in the Arts department, Queen's University, and Robert H. Pringle is pursuing his studies at Dufferin Grammar School, Brigham, Quebec.

JAMES LEITCH, K.C., CORNWALL, ONT.

James Leitch, K.C., Cornwall, Ontario, was born in the township of Cornwall, county of Stormont, June 2nd, 1850. He left the District Public School at the age of sixteen, and for the next two years attended the Williams-town High School in the county of Glengarry. From there he went to the Cornwall High School and after a course of two years was admitted to the Law Society in 1871. He read law for one year with the late James Bethune, Q.C., who then practised in Cornwall. For the remainder of his law course he was articled to Messrs. Crooks, Kingsmill & Cattanach, of Toronto. He was called to the bar in Easter term, 1876, and at once commenced practice in Cornwall. During that year he became associated in partnership with R. B. Carman, who is now Senior Judge of Lincoln, the firm being Carman & Leitch. This partnership was continued until Mr. Carman was appointed to the bench in 1883, when Mr. R. A. Pringle became a partner of the then firm of Leitch & Pringle. Mr. Leitch was appointed a Queen's Counsel by the Earl of Derby in 1889. He has an extensive law practice; his firm, Leitch, Pringle & Cameron, represent several large corporations, including the Canadian Colored Cotton Mills Company, the Cornwall Manufacturing Company, the Ottawa and New York Railway Company, the Ontario Bank, the Corporation of the town of Cornwall and several other municipal corporations.

In politics Mr. Leitch is an active Conservative and has on several occasions been the standard-bearer of his party. In the general elections of 1886 he unsuccessfully contested Stormont for the local Legislature. He was again defeated in 1890. On the death of the late Dr. Bergin, in 1896, he was the candidate of the Conservative party of Stormont for the House of Commons. This was the first bye-election after the general elections and the Government being determined to defeat Mr. Leitch, Sir Wilfrid Laurier and four of his Ministers took part in the contest with the result that Mr. Leitch was again defeated.

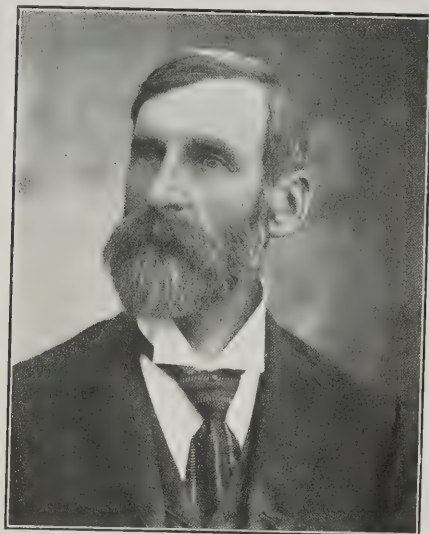
He has always taken a deep interest in the affairs of the town of Cornwall and was prominently identified with the leading business men of the town in establishing the large manufacturing industries for which Cornwall is noted. He is President of the Stormont Electric Light and Power Company and a Gov-



ernor of the Cornwall General Hospital which he assisted in establishing in 1897. He has been a member of the High School Board for eleven years.

In municipal politics he has been an active worker, having been elected Reeve of the town in 1884 and Mayor in 1885 and 1886 by acclamation. While Mayor he succeeded, in the face of very determined opposition, in installing a system of waterworks in the town which has been a great success, and had surveys and plans made for a system of sewers which have since been built.

The year in which he became a barrister, Mr. Leitch married Miss Elizabeth Strickland, daughter of E. Strickland, Esq., of Buckingham, Quebec. They have two sons and four daughters, John S. Leitch, an honor graduate of the Royal Military College of Canada; Newark Leitch, Miss Nicholas Leitch, Agnes S. Leitch, Marguerite C. Leitch and Tressa E. Leitch. Mr. Leitch is of Scotch and Irish descent and is a Presbyterian. His father, William Leitch, came to Canada in 1830 from Ardrossan, Ayrshire, Scotland. The Leitch family were long identified as masters of vessels plying between Glasgow and Australia. Mr. Leitch's mother was Nicholas Bryden, daughter of David Bryden and Agnes Newell, of Airdrie, Dumfriesshire, Scotland. His eldest daughter's Christian name, Nicholas, has been borne by Mr. Leitch's female maternal ancestors for many generations and indicates his Irish descent.



ANDREW BRODER, M. P., MORRISBURG, ONT.

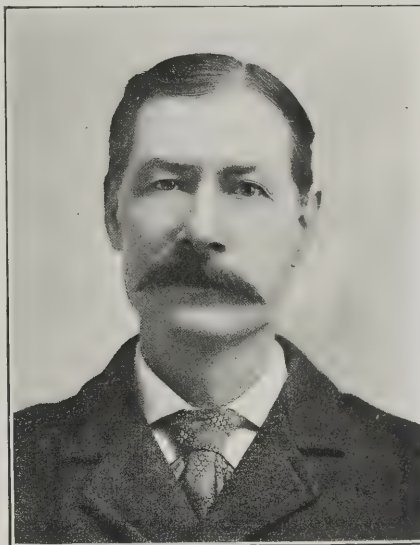
Andrew Broder, M.P., Morrisburg, Ont., represents the County of Dundas in the House of Commons. He was born in Franklin, Huntingdon County, Que., in 1845. His father was William Broder, of Kilfree, Sligo County, Ireland, and his mother, Mary McKee, was a native of Belfast. The family came to Canada from Ireland in 1813, and the original family of Broder came to England with King William III in 1688, and in 1690 settled in Ireland.

Mr. Broder commenced to fit himself for a useful life by attending the district school in Franklin township, Que., near the place of his birth, until he was seventeen years of age. He was one of a large family, being the "seventh son," and on finishing his schooling at Franklin, he left home to make the fortune which is popularly supposed to be the heritage of every seventh son. He worked land on shares, which netted him enough to pay his tutor for that fall and winter. At the age of eighteen he crossed the border and located in the State of Massachusetts, where he worked as a farm hand at war-price wages until the

fall of the year. By this time he had accumulated sufficient funds to enable him to take a course at the Academy in Malone, N.Y., where he supplemented his small cash balance by working out among the farmers on Saturdays and vacation times, and at times doing chores for his board, which, all told, gave him the advantages of this school for two years. He then went to night-school to replenish his finances, after which he attended the Huntingdon Academy, Quebec. In 1866 he came to Inkerman, Dundas Co., Ontario, and engaged as a clerk in a general store. In 1868 he removed to Winchester, Dundas Co., and commenced business on his own account. He joined forces with his brother, which partnership continued till 1876, when he sold out his interest in the business, and commenced entirely on his own account in the produce business. He succeeded in building up a large export trade in butter with the English market, until 1886, when the Canadian home-made dairy butter was driven out of the English market by the improved Danish makes.

JOHN CULBERT, M.P., BROCKVILLE, ONT.

John Culbert, M.P., wholesale and retail grocer, ex-Mayor of Brockville, Ontario, was born 21st of August, 1846, in the township of Elizabethtown, county of Leeds, Ontario. Mr. Culbert is mainly self-educated; since he was thirteen years of age he has made his own way in the world. Industry and indefatigable energy, coupled with shrewdness and marked business ability are features and characteristics which exhibited themselves at an early age. In 1858 he started to learn a trade, but soon abandoned this for mercantile life. His first venture was in the grain and wool business, for which he was agent for a Canadian and American wholesale house. After two years' engagement in this business he entered the employ of a dry goods firm in Brockville. By painstaking industry and frugality he accumulated a small capital, so that in 1864 he was enabled to open up a grocery business on his own account at Brockville. In this venture he was successful, so that three years later he opened a large general store consisting of dry goods, groceries and provisions. This business he conducted until 1891, when, finding his affairs becoming more and more pressing, he determined to dispose of the dry goods department of his establishment. He had gradually risen in the esteem and confidence of his fellow-citizens, and become one of the most prominent men in Brockville. For four years he served as a member of the Town Council and in 1894 was elected Mayor by a very large majority; again elected in 1895 by an increased majority, and in 1896 by acclamation. He proved one of the most enterprising Mayors the town ever had, discharging the many important duties of that high office with close attention and conspicuous ability. In politics he is a staunch Conservative. Public-spirited, possessed of a broad mind and ability to grasp and deal with financial matters, he has always taken a very deep interest in the political affairs of his native country. At the general elections of 1900 he was elected to the House of Commons of Canada by a very handsome majority to represent the Brockville



riding. His father, Benjamin Culbert, was a tailor by trade and came from Ireland to Canada in 1843, settling in Brockville for several years where he was engaged at his trade, when he removed to the township of Elizabethtown, County of Leeds, where the subject of this sketch was born, on his father's farm.

In 1874 he was married to Miss Charlotte L. McMillan, and of that marriage one daughter was born to them. In religion he is a Methodist. He is also a prominent member of the Masonic Order. Mr. Culbert has always been a liberal, though unostentatious contributor to religious and charitable objects. Possessed of a warm and kindly heart, with a genial disposition his friends are legion and he has no enemies. Many poor families have had their necessities relieved without ever knowing the source of that relief; and many young men engaged in business and otherwise have through his aid and personal sacrifice been tided over their business reverses and encouraged to success. Such a career affords a profitable study for the youth of our land, and is worthy of emulation.



GEORGE P. GRAHAM, M.P.P.,
BROCKVILLE, ONT.

One of the rising public men of Canada is George Perry Graham, M.P.P., editor of the *Recorder*, of Brockville, Ontario, and the representative of the riding of that name in the Ontario Legislature. He was born on March 31st, 1859, at Eganville, in the county of Renfrew, the son of the late Rev. W. H. Graham, a native of Stormont county, who was one of the pioneers of Methodism in the Province of Ontario, and devoted his whole life to the progress and welfare of that church. He travelled on circuits in Eastern Ontario for forty years. The mother of the subject of this sketch was Eleanor Stephenson, a native of the north of Ireland. George P. Graham attended the public schools of the several towns in which his father ministered during his boyhood. He changed schools on the average every two years, and had the privilege of a collegiate education, both at Morrisburg and at Iroquois, Ontario, during his father's sojourn in these towns. At the age of nineteen he obtained a teacher's certificate, and for two years taught in the district schools of Dundas county. Previous to this he was in the service of Messrs. J. A. Carman & Co., hardware merchants, of Iroquois, Ontario, and later was with M. F. Beach & Co., at Winchester. While teaching, having in view the study of law, he accepted an offer to return to the employ of Carman & Co., and in 1880 went into journalism, purchasing the Morrisburg *Herald*, a

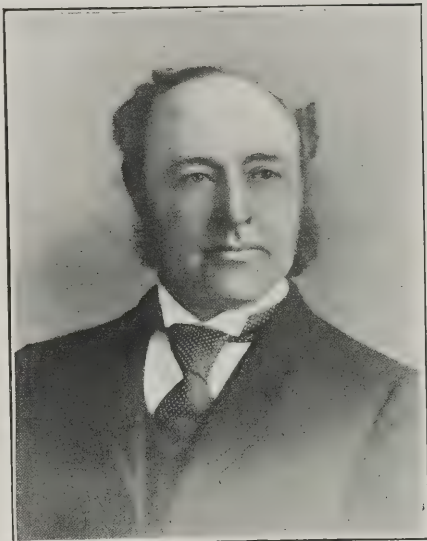
weekly newspaper with a small circulation, of which he was at once editor, proprietor, business manager, advertising solicitor and reporter combined. In 1893, he sold the *Herald* at a good profit to a local company. He then accepted a position as assistant editor of the *Ottawa Free Press*, and remained in that position until he came to the Brockville *Recorder*, which was established in 1820, and is the oldest newspaper in the Province of Ontario still published under its original name. A stock company was organized and he became managing director, treasurer and editor, which position he holds to-day. It is a bright, progressive newspaper, and the most popular journal published in that district. From the outset of his career as a newspaper-man Mr. Graham has taken an interest in public affairs, and early became identified with the Liberal party. In 1890 he was the candidate of that party for the Ontario Legislature, in the county of Dundas, but was defeated by Mr. J. P. Whitney, K.C., the present member for that riding, and leader of the Opposition in the Ontario Chamber. At the general election of 1898 he was nominated for the Ontario Legislature by the Liberals of Brockville, and succeeded in defeating Mr. John Culbert, the Conservative candidate, who has since been elected to represent Brockville in the Dominion House of Commons. He at once impressed himself on the Legislature as an able and fearless debater and a hard-working member of the Committees of the House. In 1900, having completed his first term of four years in the House, he again went before the electors of Brockville and defeated Mr. D. O'Brien, a strong Conservative candidate, by a majority of 376. He has served as Chairman of the Printing Committee of the Legislature, and during the last two sessions as Assistant Chairman of the Committee of the Whole House.

In religion he is a Methodist, and is also a member of the A.F. & A.M. and the A.O.U. W. Of the latter body he was for two years Grand Master of Ontario, and is still a member of the Executive and of the Finance Committees. He is treasurer of the Bohemian Amateur Athletic Club, of Brockville, whose canoe crew has captured the American championship on one occasion, and the Canadian championship on two occasions, and is also Hon. Vice-President of the Brockville Rugby Football Club, the only town club in Ontario that plays in senior company.

In 1882 he married Miss Carrie Southworth, daughter of Mr. Nelson Southworth, of Morrisburg, Ontario, and has two sons, Wm. N. Graham, a law student, and Perry M., who is still at school.

HON. WILLIAM HARTY, KINGSTON, ONT.

Hon. Wm. Harty, M.P., of Kingston, Ont., occupies a prominent place in the political and commercial life of Canada. Mr. Harty was born of Irish parents in the township of Bid-dulph, Middlesex County, Ont., on March 8, 1847. His father, John Harty, and his mother, Elizabeth Heenan, were both natives of Tipperary, Ireland. Coming to Canada in 1840, the elder Harty was for years engaged in business at Peterborough, Ont., being a member of the Town Council which received the present King on his visit in 1860. The subject of this sketch was educated at the Christian Brothers' School and at Regiopolis College, Kingston. While yet a youth he entered the firm of James Harty & Company, wholesale grocers, Kingston, and in 1868 succeeded to the chief control of the business, thus beginning auspiciously a successful career. Mr. Harty is President of the Canadian Locomotive Company, Limited, first organized in 1855, and which has grown from a small plant to an institution turning out a complete locomotive every week. In 1901 Mr. Harty purchased the locomotive works, and has been largely instrumental in placing it on its present prosperous footing, capitalizing it at \$500,000. The output of these works consists of locomotives only, embracing passenger, freight and switching engines. Between the Atlantic and Pacific Oceans to-day over six hundred of the Company's locomotives are running. Five hundred and twenty-five men are in constant employment at the plant, which in the present year (1903) is being enlarged to double the capacity of the past output. In 1892 the Company turned out two monster locomotives for the Chignecto Ship Railway Company, which in working order weighed 200,000 pounds, and at that time were the largest engines built in the world. The C.P.R. has been the largest purchasers of the Company's engines, but they are used on all the railroad systems of Canada, great and small. For several years Hon. Mr. Harty was a Director of the Kingston and Pembroke Railway Co. He is to-day a Director of the Imperial Life Insurance Company of Toronto, and is also Canadian Trustee of the Equitable Life Insur-



ance Co. of New York, a corporation in which he was General Manager for Ontario for several years. He was President of Kingston Board of Trade in 1873, and a delegate to the Dominion Board of Trade at St. John, N.B., in 1874.

Early taking an interest in public affairs, he was for some years a member of the Kingston City Council, and served as Chairman of the Finance Committee. He was elected to the Legislature of Ontario on February 3, 1892, and continued to represent the city of Kingston therein until 1901. In 1894, on the death of Hon. C. Fraser, he became his successor in the Mowat Administration, accepting the Portfolio of Public Works. In 1899, on the formation of the Ross Ministry, he resigned office as Commissioner of Public Works owing to bad health, but continued as Minister without Portfolio until his resignation in 1901. On the elevation of B. M. Britton, K.C., M.P., to the bench in September of that year, he accepted the Liberal nomination for the House of Commons, and was elected in January, 1902, by a large majority.

In 1870 he was married to Kate Mary, daughter of James Bermingham, of Ottawa. Mrs. Harty died some years ago, leaving three children, John J., Secretary of the Canadian Locomotive Co., Ltd.; William, Assistant Manager of the Company's machine shops, and Kathleen, a student at Queen's University.



E. J. PENSE, M. P. P., KINGSTON, ONT.

The representative of the city of Kingston in the Ontario Legislature, and the publisher of the *British Whig*, is Mr. Edward John Barker Pense, known as one of the ablest and most progressive journalists in Canada. He was born in 1848, the son of Michael Lorenzo Pense, who was for some time an attache of the *Whig*, and later publisher of the Kingston *Argus*. His mother was Harriet G. Barker, a daughter of Dr. E. J. Barker, who founded the *Whig* in 1834, and conducted it for thirty-eight years, until succeeded in 1872 by his grandson, the subject of the present sketch. The *Whig* was the first daily paper published in Canada, earlier journals published at Quebec, Montreal, Niagara and elsewhere being semi-weekly or occasional publications part of the year. Dr. Barker was a caustic, vigorous and well-informed writer, one of those who foresaw the future greatness of Kingston's great son, Sir John A. Macdonald. Mr. E. J. B. Pense began his newspaper career at fifteen as city reporter on the *Whig*, and eight years later (in 1872), after having been its manager for several years, purchased it outright for \$7,500, entirely on credit, and without other backing than his energies. He enlarged its scope and usefulness, and its political influence became more potent and direct. Mr. Pense in short is a born journalist, and he has in the exercise of a reasonable ambition and by persistence of purpose made the *Whig* one of the

best papers in Canada. In editorial as well as in practical work he is an expert. He has also played a prominent part in public affairs. For five years he served as an Alderman in Kingston, and when elected Mayor was the youngest man who had filled that position. He sat for six years on the Public School Board, and became its Chairman for 1879 and 1880. He has served eighteen years on the Collegiate Institute Board, for two years as Chairman.

A staunch Liberal in politics, he has been President of the Young Men's Liberal Club for seven years, and of the Kingston Reform Association for five successive years. He has repeatedly been President of St. George's Society. In Masonic and Athletic circles he has also been prominent during the past quarter of a century. In the affairs of the Church of England he has been a prominent figure, as Warden of St. James' Church for sixteen years, Treasurer of Ontario Diocese, President of Laymen's Association, Trustee of the See House, and has been active in parochial improvements. He conducted the negotiations which led to the settlement of the Medical co-education difficulties, and was President of the Kingston Woman's Medical College, the first institution of its kind in Canada. He is a life governor of Kingston General Hospital, and while its chairman in 1892 conducted its most important improvements. He has been a working part in establishing new science and dairy schools in Eastern Ontario, is President of the Carnovsky Wood Working Company, and of the Kingston Infants' Home. He promoted and raised the fund for the grand memorial fountain to Sir George Kirkpatrick, an illustrious citizen of Kingston. He was President of the Canadian Press Association in 1882, and on the visit of that body to the Canadian Pacific Railway line of construction in the Northwest, the town of Pense, N.W.T., was named in his honor. He has a faculty of uniting those about him in public bodies in working harmony. On the retirement of Hon. William Harty he was elected, in January, 1902, to the Legislature for Kingston by acclamation for its concluding session, and in May, 1902, at the general elections, he defeated Mr. Morgan Shaw, the Conservative candidate, by a substantial majority. A clear and vigorous writer, he is a sound and impressive speaker, noted for his liberality to opponents and breadth of view.

He was married in 1876 to Miss Cornelia Vaughan, who died in 1897, and for the second time to Miss Elizabeth, daughter of Mr. Clark Hamilton, Kingston, and granddaughter of the late Senator Hamilton. He has five children, a son, Edward H. Pense, mining engineer, and four daughters at home.

HON. SENATOR SULLIVAN, KINGSTON, ONT.

The Honorable Michael Sullivan, M.D., Kingston, was born at Killarney, County Kerry, Ireland, February 13th, 1838. His father, Daniel O. Sullivan, a native of Killarney, and his mother, Joanna O'Connor, of the city of Kilkenny, both well-known families, came to Canada in 1842. Locating first at Chambly, Quebec, they afterwards removed to Kingston in 1845, where Michael was educated, first at the Christian Brothers' school, Regiopolis College and by private teachers. At sixteen he entered the Medical College of Queen's University and in 1858 graduated as M.D. and has ever since been a practising physician at Kingston. In 1862 he was made Professor of Anatomy, lecturing on that subject until 1870 when the Faculty of Queen's became that of the Royal College of Physicians and Surgeons. At the request of the Board he accepted the Chair of Surgery, which he has filled continuously ever since. When the institution became affiliated with that of Queen's, he continued on the Medical Faculty of the University. On the formation of the first Woman's Medical College of Ontario, he took the Chair of Anatomy. He is the Dean of the Medical Staff of the Hospital known as the Hotel Dieu, at Kingston, of which he has been visiting surgeon for forty-five years, and was also surgeon of the Militia for several years. At the outbreak of the Riel Rebellion in 1885 he was gazetted Purveyor-General of the Northwest Field Force and served throughout the campaign as such.

To him was entrusted, by request of the Ladies' Aid Societies, the duty of receiving and delivering the car-loads of gifts and comforts sent by each district to the soldiers. This he did so as to win universal commendation. Besides the medal presented to him he was thanked by the Minister of Militia on the floor of the House of Commons. In 1883 he was elected unanimously President of the Canadian Medical Association. He is a member of the Medical Council of the College of Physicians and Surgeons of Ontario. For the formation of this he labored zealously and long, was one of its first members, and by request became its first Examiner on Anatomy. At great expense and labor he promptly instituted the celebrated practical examinations,



thus raising medical education in Ontario to a standard higher than any other in America.

From birth identified with the Conservative party, he was a strong personal friend of the late Sir John Macdonald. Dr. Sullivan was elected to the City Council as Alderman for several years without opposition. He was also twice elected Mayor. In 1882 he was the Conservative candidate for the House of Commons, but after a hotly contested election was defeated. In 1884 he was called to the Senate as representative of the division of Cataraqui.

His practice now is chiefly consultant. Besides that and his hospital work, he lectures daily for the full session. During his 45 years of continuous teaching and examining, many thousand physicians practising in Canada and the United States have listened to his lectures delivered without note or manuscript. They are clear, forcible, up-to-date and made attractive by apt illustrations or sparkling humor. He asserts that his highest honor, his greatest pride, is in the conviction that not one of his students can be found devoid of the feeling that he is a true friend and a safe guide.

He is a Catholic and married in 1867, Mary Browne, of Kingston, and had a family of eight children of whom three survive—Mary Joanna, wife of Chas. Crookall, of the Merchants Bank, Montreal; Frances, at home, and Wm., a civil engineer and a graduate of the Royal Military College of Kingston, who is now located at Charlottetown, Prince Edward Island.



JOHN HEWTON, KINGSTON, ONT.

The moving force of a prosperous industry and a highly respected citizen of Kingston is Mr. John Hewton, Managing Director of the Kingston Hosiery Company of that city. He was born on August 23, 1852, at Storrington, Ont., where his father, William Hewton, who had come to Canada from Armagh, Ireland, in 1835, was engaged in the manufacture of woollens. His mother, Margaret Bruce, was a native of Scotland. The subject of this sketch attended the public schools of Storrington, and afterwards at Ottawa, Ont. At sixteen he went into the mill of his father, and at eighteen was put in charge of another mill which had been leased and operated by his father. At twenty-one he took a lease of the property and began business for himself as a manufacturer of tweeds and flannels. In 1874 he removed to Kingston, Ont., and commenced the manufacture of knitted goods. He became associated in partnership with the firm of James Richardson & Sons in 1876, which became known as the Kingston Knitting Company, employing at the outset about twenty-five hands. The enterprise proved a most successful one, but in 1882 the plant was wholly destroyed by fire. The firm was

then re-organized as the Kingston Hosiery Company, Limited, with a capitalization of \$100,000. A new plant was built, and later the capital stock was increased to \$200,000, and has been continuously operated every week-day since it was opened. The Company now employs from 225 to 250 employees, and manufactures Scotch lambs'-wool knitted goods, fine merino knitted goods in ladies', men's and children's underwear, and turns out the same lines in ribbed knit goods. It also manufactures ladies' hose and men's half-hose in cashmere, wool, cotton and merino; sweaters and ladies' and men's combination suits in all grades. Its trade extends from Sydney, Cape Breton, to Vancouver, British Columbia, and its selling agents for the Dominion are John S. Shearer, Montreal, W. P. Rogers, Toronto, and W. F. Irwin, Vancouver, B.C.

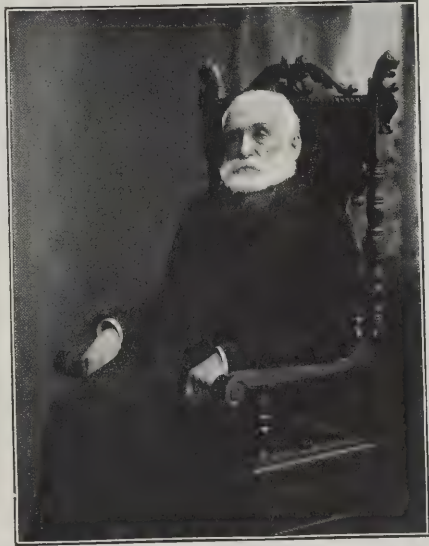
Mr. Hewton has been identified for years with many of the important industries of Kingston, and is a shareholder in the Anglo-American Fire Insurance Company of Toronto.

With the interests of the woollen trade at large his name is identified. He was member of the General Executive Committee of the Canadian Manufacturers' Association for the past fifteen years, and has been active in promoting the interests of the section of the organization with which he is necessarily connected. He has figured on deputations which have waited on the Dominion Government at Ottawa in connection with the woollen industry at every session of Parliament during the past thirteen years. He is also prominent in the Order of Ancient, Free and Accepted Masons, R.A.M. He is Past Commander of Hugh de Payne Preceptory, Knight Templar and Past Grand Registrar of the Knight Templars, a member of Rose Croix Lodge of Perfection, Scottish Rite Masonry, and is Past District Deputy Grand Master A.F. & A.M., and is Past Registrar of the Grand Chapter of Canada.

In religion Mr. Hewton is a Methodist, and was married in 1875 to Miss Sarah Hughes, daughter of Mr. John Hughes, of Battersea, Ont., and has five children, James H., Manager of a department in the Boston store of Chicago, Ill.; Russell, Cashier of the Kingston Hosiery Company; Maggie, wife of W. F. Irwin, resident agent for the Company at Vancouver, B.C.; Gertrude, one of the 1903 class at Queen's University, and Marion, a child still in the public schools.

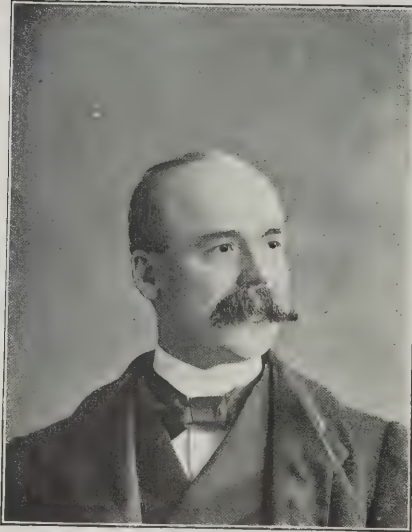
SIR MACKENZIE BOWELL, BELLEVILLE, ONT.

A name universally known in Canada is that of the Hon. Sir Mackenzie Bowell, K.C.M.G., ex-Premier of the Dominion and now leader of the Conservative party in the Senate. He was born on December 27th, 1823, at Rickingham, Suffolk, England, being the son of the late John Bowell, a carpenter and builder. He came to Canada with his parents, ten years later, the family locating at Belleville, Ontario, then Upper Canada, which has ever since remained his home, and where he was shortly afterwards apprenticed to learn the trade of a printer in the office of the Belleville *Intelligencer*, a newspaper of which in after years he became editor and proprietor. As a young man Sir Mackenzie became prominent in public affairs. He became an Ensign in the Belleville Rifle Company, which he assisted in organizing in 1857, and was one of the corps of observation on service in Western Ontario during the American Civil War. During the Fenian Raids of 1866 he was on service at Prescott. In 1874 he retired from the service with the rank of Lieutenant-Colonel of the 49th Battalion. He also became prominent in the Orange Order and rose to the position of Grand Master and Sovereign of the Order for British North America and President of the Tri-annual Council of the Orangemen of the World. He also took an interest in educational matters and served as Chairman of the Public and Grammar School Boards, as Vice-President of the Agricultural and Arts Association of Ontario, and as President of the Ontario Press Association. A Conservative by conviction, he was a candidate in North Hastings for the Canadian Assembly in 1863. He was defeated. In 1867, he was elected to the House of Commons for the same constituency and held the seat continuously for twenty-five years, until his elevation to the Senate in 1892. He was a member of the select committee of Parliament to enquire into the troubles in the Northwest Territories in 1869-70. When the rebel leader, Louis Riel, was elected to the House of Commons, shortly afterwards, the subject of this sketch moved his expulsion as a traitor to the Crown. After the Conservative victory of 1878, he entered Sir John A. Macdonald's Cabinet as Minister of Customs and held that Portfolio for thirteen years. In that capacity it devolved upon him to carry out the new tariff system known as the National Policy. On the death of Sir John A. Macdonald, he became Minister of Militia in Sir John Abbott's Cabinet, and on the demise of the latter, Minister of Trade and Commerce in Sir John Thompson's Ministry. After the latter's tragic death at Windsor Castle, England, he was called on in December, 1894, to form a Cabinet, which



he succeeded in doing, taking the Portfolio of President of the Council, and on January 1, 1895, was made Knight Commander of the Most Distinguished Order of St. Michael and St. George. When the Manitoba School question arose, he was a strong advocate of justice to the minority, and after some differences with his colleagues, he resigned the Premiership on April 27th, 1896. He was succeeded by Sir Charles Tupper, who paid him the compliment of adopting his policy. In 1893, during his incumbency as Minister of Trade and Commerce, he went to Australia to promote inter-Imperial trade and the laying of an all-British Pacific cable between Canada and that continent. Early in 1896 he went to England to urge forward the Canadian-Australia or "all red" cable, now an accomplished fact, and sat in the third congress on the subject which met in London, England. In 1896 he resumed the active control of the Belleville *Intelligencer* which he had relinquished when he entered Sir John A. Macdonald's Cabinet in 1878. In Belleville he is regarded as the "grand old man" and no Canadian boasts a wider circle of friends in the country at large. The amiability of his nature, his large intellectual capacity and his ability as a public speaker mark him out for distinction.

In religion he is a Methodist, and was married in December, 1847, to Harriet Louisa, eldest daughter of the late Jacob G. Moore, of Belleville. His helpmate died in 1884. Of nine children born to them, five survive.



HENRY CORBY, BELLEVILLE, ONT.

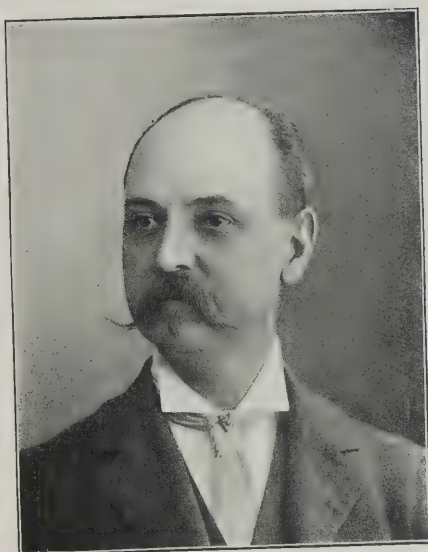
Canada boasts no more popular citizen or more progressive business man than Mr. Henry Corby, of Belleville, Ont., the proprietor of large distilleries, and the former representative of the riding of West Hastings in the Dominion House of Commons. He is the son of the late Henry Corby, M.P.P., a native of Hanwall, Middlesex, England, who later came to Canada and located at Belleville, where the subject of this sketch was born on May 2, 1851. After an education at the public schools of his native town and at the Rockwood Academy, young Corby took a commercial course in the city of Toronto and subsequently entered the offices of his father, who was well established as a miller, distiller and importer of wines. To this business he succeeded on the death of Henry Corby, senior, and under his direction it has prospered greatly and the works in connection therewith have grown to large dimensions. They are among the largest and most comprehensive of their kind in the Dominion of Canada, and with them as a nucleus a village of considerable extent, both as to population and area, has grown up in the township of Thurlow and is known as Corbyville. The whiskeys, which are the out-

put of these distilleries, are sold throughout Canada and are widely commended for their purity and flavor. Mr. Corby is also the owner of Massassaga Park, a popular summer resort near Belleville, and has erected a commodious hotel and a number of summer cottages for the convenience of the public. In all public affairs tending to the prosperity and progress of his native town Mr. Corby is foremost. He has a strong sense of the duties of citizenship and was for long Assistant Chief of the Fire Department. On the directorate of the Agricultural Exhibition Association of his district he is an active and prominent figure. To the promotion of healthful outdoor sports he has lent his very best energies and serves as President of the Belleville Cricket Club, of the Belleville Yacht Club and the Belleville Bicycle Club. He is also President of the Forest and Stream Club, a fishing and shoaling organization, including a number of the best citizens of Belleville in its membership. In the Belleville branch of the St. John Ambulance Association he has filled the same important office. He is also President of the Bay of Quinte Bridge Company and of the Belleville Natural Gas Company, two important commercial concerns. In the Masonic body, the Order of Oddfellows and the Sons of England he is a prominent figure. All this demonstrates the unrivalled social popularity of Mr. Corby and the esteem and confidence in which he is held. Naturally he is a man to make a success of politics and has been identified with the Conservative party for many years as President of the Conservative Association for the sixth district. In 1888 he was the nominee of the Conservatives of West Hastings for the House of Commons. He carried the riding and held it through successive elections until 1901 when he voluntarily retired. The farewell demonstration tendered him by the Conservative party in Belleville Opera House, when the Parliamentary chiefs came from far and near to pay homage to his qualities as a man and a politician, will be remembered for many a day. Mr. Corby in September, 1872, married Miss Maria Courtenay, daughter of the late John Courtenay, and has a number of children.

E. GUS PORTER, M.P., BELLEVILLE, ONT.

Among the prominent lawyers who have distinguished the bar of the Province of Ontario as being conspicuously prolific in the production of learned jurists and brilliant counsel is Edward Gus Porter, of the city of Belleville, M.P. Born in the county of Prince Edward, in the Province of Ontario, on the 28th of May, 1859, he was educated at local schools, Upper Canada College, Toronto, and Albert University, Belleville. He first began life as a painter, which he followed for two years. Afterwards he took a theological course of two years in Albert University, but determining upon law as his life profession, he entered Osgoode Hall as a student-at-law, and was called to the bar of Upper Canada in 1885. He began the practice of his profession in the city of Belleville, which he has continued and successfully followed for over seventeen years. Early taking an interest in public affairs, and successful in his practice, he also enjoyed the confidence of his fellow-citizens, and after serving several years in the Council was elected Mayor of Belleville in 1891.

In 1892 he retired from municipal office, in which he had been of much service at various times to the city of which he was chief magistrate. Mr. Porter has been Chairman of the Harbor Commission in Belleville, and director of several local companies. Interested in military matters he was First Lieutenant in the Argyle Light Infantry, the 15th Battalion of Canadian Militia. Standing in the first rank of his profession, he has been honored by his fellow-members of the law by election as President of the Law Society of the County of Hastings. The event probably which brought Mr. Porter more prominently before the eyes of the world than any other, was his masterly defence of William Ponton, who was charged, with two notorious American burglars, with complicity in the burglary of the Dominion Bank in the town of Napanee, Ontario. The leader of the criminal bar of Canada, one of the most distinguished lawyers that Canada has produced, the late B. B. Osler, appeared for the Crown in the prosecution, and there was witnessed a trial which is looked upon as being



one of the most celebrated criminal trials and legal battles in the history of the administration of justice in Canada, the different trials extending over a period of two years. Mr. Porter has during his practice successfully defended six persons charged with murder, and many others charged with manslaughter and other serious crimes, but the masterly defence in the Ponton case by the subject of this sketch to the array of evidence and the intellectual greatness of the Crown counsel, who put forth his most brilliant efforts, was a triumph that at once established him as a criminal lawyer of the highest class. Ponton, whom Mr. Porter defended, was acquitted. Mr. Porter has also been a successful practitioner in civil cases, particularly those involving banking and mercantile law. In January, 1902, at a bye-election he was elected to the House of Commons for West Hastings, as a Liberal-Conservative, by over 500 majority.

A Presbyterian in religion, he is a member of both the Masonic Order and the Oddfellows. Married at Consecon, in October, 1883, to Annie A., daughter of Robert Morrow. His one child, a son, Roger Morrow, is four years old.



ROBERT JAMES GRAHAM, BELLEVILLE, ONT.

Prominent in industrial, political and municipal life, Robert James Graham is, at a comparatively early age, a leading figure in the progress of Canada. The son of R. J. Ketchan Graham, a member of the House of Assembly from 1867 to 1875, and Eliza Ann Roblin, his wife, his grandfather, R. James Graham, having come to Canada in 1800, he was born near Belleville, Ontario, on the 2nd April, 1860. Educated at the public schools until the age of twelve, he went on a farm and attended the district school during the winter months until the age of sixteen, when he took a four months' course in the Ontario Commercial College of Belleville, and a four months' course in the Belleville High School. Returning to farm life in 1877, he continued until 1887, occasionally buying and shipping apples for export. In 1887 he became interested in an evaporating plant at Belleville and removed to that city in 1895. In 1880 he exported to England his first carload of apples. In 1892 he exported 55,000 barrels. He has obtained a high reputation as an exporter of first-class Canadian fruit, the "Graham Brand" of apples and dried fruits being of high repute. At Belleville Mr. Graham built the largest chem-

ical and ice cold storage plant between Toronto and Montreal for the preservation of fruit. He owns a large evaporating and canning plant at Belleville for utilizing apples of all kinds, also desiccating vegetables, and an apple canning factory at Chatham, Ontario. Mr. Graham has also evaporating plants for apples and vegetables at Cobourg, Newcastle, Bowmanville, Norwich, Stratford, Arkona, Kingsville, Ridgetown, Saltford, Londesborough, Port Elgin, two in Prince Edward county, two in the county of Hastings, Ontario. He has also factories in the United States, one at Harden, and one at Macdonald, in Illinois, and one at North Branch, and one at Mayville, Michigan. All these plants are completely equipped. The output in 1902 as to evaporated apples alone was 6,000,000 pounds. The product of his factories are largely shipped to Europe, South Africa, and some to the Argentine Republic. During the Spanish-American war he supplied the American army, and during the late South African war the British and Canadian troops with desiccated vegetables. He has also a large trade with the Yukon. He ships from 20,000 to 30,000 barrels of apples waste annually to Rotterdam, Holland. Mr. Graham also employs 1,700 people during the fruit season, and from 250 to 300 men in packing apples for export. He is a Director of the Belleville Hardware Co., organized in 1900, which employs 60 hands making builders' hardware at Belleville, and is President of the Ontario Evaporating Association. He has been Mayor of Belleville for three terms, 1901-2-3, and was the temperance candidate for the House of Assembly for West Hastings in 1894, and was unsuccessful by a minority of 83. Mr. Graham is a member of the Canadian Manufacturers' Association, and a member of the International Apple Shippers' Association of Canada and the United States. For the last two years he has been President of the Hastings Liberal-Conservative Association, and is President of the Belleville Public Library Board. He is a member of the Masonic Order A.F. & A.M., and of the Independent Order of Foresters.

He was married in 1887 to Grace, daughter of George Roblin, of Prince Edward county, Ont., and has a family of five children.

HON. J. R. STRATTON, PETERBOROUGH, ONT.

One of the youngest, most progressive and most practical of Canadian public men is Hon. James Robert Stratton, Provincial Secretary of the Province of Ontario, and a prominent figure in the ranks of the Liberal party. He was born at Millbrook, Ontario, on May 3, 1857, the son of the late James Stratton, a native of the north of Ireland, who came to Canada as a young man and located in Durham County. The subject of this sketch was educated at the public schools of Peterborough, Ontario, and as a young man entered the newspaper business which he learned thoroughly in all its phases. He published and edited the *Examiner* newspaper, which in time he turned into a live daily journal, and which he still owns. It is known as one of the liveliest newspapers in Eastern Ontario. From an early age Mr. Stratton took an interest in public affairs, and became identified with the Liberal party. After serving for several years on the Board of Education in the town of Peterborough, he became the candidate of his party for the Legislature at the general elections of 1886 in the riding of West Peterborough. Although West Peterborough had previously been considered a Conservative stronghold, he carried it by a substantial majority, and has held his seat through four successive general elections, viz.: in 1890, 1894, 1898 and 1902, with constantly increasing majorities, until he now possesses one of the largest majorities in the Province. The secret of Mr. Stratton's success lies in the fact that he is a born politician, who does not view his elections in a partizan spirit, but aims to be the representative of all classes of the community. He had not been in the Legislature for many seasons before he began to attract attention as a coming man in the Liberal party. In October, 1899, on the retirement of the Hon. A. S. Hardy from the Premiership, and the accession of Hon. G. W. Ross, he was offered by the latter the Portfolio of the Provincial Secretaryship, which he accepted, and has ever since been known as a most energetic and faithful administrator.



The proverb of the new broom that sweeps clean was exemplified in his case, for he at once undertook a thorough investigation of all the public institutions and other departments of the public service placed in his charge, and placed them on a sound and practical basis. The usefulness of these institutions has been largely extended under his regime, and he has also inaugurated a new system of laws relating to joint stock and chartered companies which has not only proved most satisfactory to the business community, but has augmented the revenues of the Province.

In the financial world Mr. Stratton is a well-known figure, and is President of three strong corporations, the Dominion Permanent Loan Company, the Trusts and Guarantee Company, and the People's Life Insurance Company of Toronto, and is Vice-President of the Traders Bank. As a financier he has shown the same integrity and practical grasp of affairs that have marked him as a public servant.

In religion Hon. Mr. Stratton is a Methodist and was married in August, 1881, to Eliza J., daughter of Mr. J. R. Ormond, of Peterborough.



THOMAS EVANS BRADBURN,
PETERBOROUGH, ONT.

Of high standing in the political, financial and municipal life of the town of Peterborough and well-known throughout Eastern Ontario as a business man of energy and enterprising ability, Thomas Evans Bradburn, in his conduct of a large insurance and real estate business, and his interest in the beet sugar industry in the town of Peterborough, as a prominent Liberal-Conservative and as a member of the Town Council and of the School Board, has shown through his life that he is a factor in the progress of his native Province. The descendant of a family who came to Canada from the County Cavan, Ireland, he is the son of Thomas Bradburn, who for over fifty years was engaged in mercantile business in Peterborough, and Jane Morrow, his wife. He was born in the town of Peterborough, in the county of Peterborough, Ontario, on the 19th of May, 1853. Educated at the Public and Grammar Schools and Collegiate Institute of Peterborough until the age of eighteen, he became a clerk in his father's store, where he re-

mained until 1875. He then removed to a branch store of his father's in Lindsay. In 1877, with a Mr. Mason, he purchased his father's business and continued it under the firm name of Bradburn & Mason until 1887, when disposing of his interests he returned to Peterborough. He attended to the various interests of his father's estate until his death, when he entered into the insurance and real estate business in Peterborough. In 1890 and 1891 he became interested as to the commercial possibilities of the beet-sugar industry, and after visiting the beet-growing districts and factories of the State of Michigan, he interested several Peterborough farmers in planting a test lot of beets with satisfactory results. He thereupon organized the Peterborough Sugar Company, of which he is President, with a capital of \$350,000, and induced many farmers to grow beets and through his efforts sufficient acreage was planted with beets to warrant the erection of a sugar plant costing \$600,000, having a capacity of 600 tons.

Mr. Bradburn is also President of the Peterborough Electric Light and Power Company, with a \$200,000 plant, being one of the first electric light plants to light a city or town in Ontario, which company also operated the gas plant of the town of Peterborough.

Mr. Bradburn is the President of the West Peterborough Conservative Association and has been a member of the Peterborough Town Council for three years, serving as Chairman of the Street and Bridge Committee, and for four years was a member of the School Board. He was for three years reeve of Monaghan township in Peterborough and for six years a member of the Council.

A Methodist and a Freemason A.F. & A.M., R.A.M., he married in 1874 Catherine Ormond, and of his six children, Charles H. is a member of the firm of Hatton & Bradburn, Barristers, Peterborough; E. Ormond is on the advertising staff of the *Review*, Peterborough; Frank is in the engineering department of the Canada General Electric Company, and Olive is attending Bishop Strachan's School, Toronto.



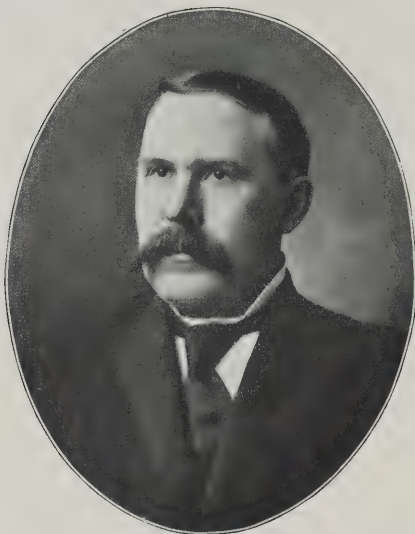
SAMUEL J. FOX, M. P. P., LINDSAY, ONT.

Of high standing in the industrial life of Ontario, and a man of note in Provincial politics, Samuel J. Fox, of the town of Lindsay, in the county of Victoria and Province of Ontario, is one who, through his own ability and character, has become a man prominent in the political and commercial progress and development of his native Province. The son of Thomas R. Fox, a native of London, England, who came to Canada in the year 1831, and his mother, a Canadian of Scottish descent, he was born in the town of Bowmanville, in the county of Durham, Province of Ontario, on the twenty-eighth day of September, 1854. Educated at the Public and Grammar schools of his native town. In the year of 1869 he removed to the town of Lindsay, and at the age of fourteen began his business life as a printer, entering first as "printer's devil," and working for two and a half years as a compositor in a newspaper office at Lindsay and in his brother's publishing office at Newmarket, Ontario.

In June, 1871, the subject of this sketch joined in business with his father in the manufacture of bricks and tiles at Lindsay and accepting an interest in the business on property adjoining the town where he owns and works his farm. Successful in his venture, the business has grown, and Mr. Fox now employs from twenty to twenty-five men during the brick-making season, having built up,

through his energy, a large and lucrative business. Interested in public affairs and enjoying the confidence of his fellow-citizens, he has been elected and served as Deputy Reeve of the township of Ops in the county of Victoria for the years 1895 and 1896. In the year 1897 Mr. Fox was elected a member of the Council of the county of Victoria. A Liberal-Conservative of local influence and of high character, he was the party nominee for the riding of West Victoria in the general elections of 1898 for the Ontario Legislature and was elected by a majority of seventy, carrying a strong Liberal constituency. In the year 1902 he was again returned by an increased majority and is now a member of the Provincial Legislature of Ontario.

Church of England in religion, he married, in the year 1877, Miss Rosanna Free, of the township of Seymour in the county of Northumberland. Mr. Fox is a type of the sturdy Canadian, who, through his ambition, pluck and business ability, has not only been the builder up of his own political and commercial fortunes, but, through his public spirit and knowledge of the needs of the people of his country, has succeeded in obtaining the respect and confidence of the electors of the constituency in which he lives and conducts his business, and whom he faithfully represents on the floor of the Assembly and on several of the most important Legislative committees.



JOHN B. MCCOLL, M. P., COBOURG, ONT.

A lawyer of high standing, an ardent agriculturist and stock-breeder, and a member of Parliament, John B. McColl, of the town of Cobourg, in the Province of Ontario, is a prominent man in the progress of Canada. The grandson of a farmer, John B. McColl, who came to Canada in 1828 from Argyleshire, Scotland, and the son of John H. McColl, also a farmer, in the township of Murray, in the county of Northumberland, Ontario, and Martha McColl, his wife, he was born on his father's farm in the township of Murray, on the 26th of January, 1861. Educated in the district schools of his native township until the age of sixteen, when he attended the Trenton High School for a year. Obtaining a second-class teachers' certificate, he taught school in his native township for two years and in the graded school of the village of Grafton for two-and-a-half years. He then chose law as his profession, and entered upon its study as an articled clerk and student at Cobourg in the office of W. R. Riddell, K.C., now of Toronto, for four years, and for one year with F. M. Field, barrister, of Cobourg, and having paid his expenses as a student through his own savings and exertions, was called to the bar of Ontario in 1888, and entered into partnership with Mr. Field at Cobourg under the firm name of Field & McColl. This partnership continued until 1898, when Mr. McColl practised on his own account for a year, and then formed a part-

nership with James F. Keith under the name of McColl & Keith, which firm has conducted a large civil and criminal practice since its formation. Always interested in public affairs, Mr. McColl was a member of the town Council of Cobourg for 1895, Deputy Reeve for 1896, Commissioner of Town Trust, Cobourg, for one year, and Secretary of the Cobourg Separate School Board for eight years. Always a Liberal, he was Secretary of the Liberal Association of West Northumberland for several years, and as early as the general elections of 1888 took an active interest in political contests. In the general elections of 1896 he was the Liberal candidate for the House of Commons for West Northumberland in what is called a three-cornered contest, there being a Conservative and a Patron of Industry in the field opposed to him. Mr. McColl was defeated by the sitting Conservative member, Mr. George Guillet, by a minority of thirty votes. In the Dominion general elections of 1900 he was again the Liberal candidate for the same constituency, and defeated his successful opponent of the last election for the House of Commons by a majority of 135. Mr. McColl, in the House of Commons, is a member of some of the most important Committees on Railways and Canals, Public Accounts, Agricultural, Debates and Printing. He takes a deep interest in stock-breeding and agriculture. Mr. McColl is a Roman Catholic in religion and unmarried.

WILLIAM JAMES CROSSEN, COBOURG, ONT.



AS head of one of the largest and best known manufacturing industries in the Dominion of Canada, William James Crossen, of the town of Cobourg, in the Province of Ontario, General Manager of the Crossen Car Manufacturing Company, of Cobourg, Limited, is, through his position in the commercial and industrial life of his native country, a man of distinct prominence in its progress in the age of railway improvement and enterprise. He was born in the town of Cobourg in the year 1857, and was educated at the public schools of his native town. Upon the completion of his education, he in early life became associated with his father in the management of the business of building railway cars, which the latter had begun in the year 1870, acquiring a thorough knowledge of the industry and its widespread interests.

After the death of his father, in the year 1890, he became the head of the business, and in the following year organized it into a joint stock company. As general manager of this company, and through his shrewd foresight and keen enterprise, he has so ably directed the business affairs of the company that at the present time passenger and freight cars manufactured by the Crossen Manufacturing Com-

pany, of Cobourg, Limited, are running on all the important railways of Canada from the lines of the Esquimalt & Nanaimo Railway, on Vancouver Island, British Columbia, the extreme western portion of the Dominion, with tracks of the Intercolonial Railway on the Atlantic seaboard, and a large and increasing business has been acquired with the neighboring colony of Newfoundland, and with Natal, in South Africa. The success met with of later years by the Crossen Car Manufacturing Company, of Cobourg, Limited, is in no small measure due to the able direction and shrewd business ability of the general manager, the subject of this sketch. Mr. Crossen, although deeply interested in the management of his extensive business interests, is also a public-spirited citizen, concerned about the welfare of his country and his native town, in whose prosperity he is also materially interested.

In the year 1880 Mr. Crossen married Minnie, daughter of Mr. S. Stanley Howell, one of Cobourg's best-known citizens, and has a family of two sons and one daughter.

The car manufacturing business, which Mr. Crossen conducts on such an extensive scale, and which, through the enterprise displayed in its management and the character of its extensive output, is becoming known not only through the continent of America, but throughout the civilized world.





ROBERT BEITH, M. P., BOWMANVILLE, ONT.

One of the leaders in the stock-raising industry in Eastern Canada, a prominent politician of the Province of Ontario and a member of the Canadian House of Commons, Robert Beith, of the town of Bowmanville, in the county of Durham, is a considerable factor in the political and commercial life of his native Province. The son of Scottish parents, both of whom were natives of Campbelltown, Argyleshire, where his father early in life was engaged in farming and milling and who afterwards came to Canada in 1835, he was born in the township of Darlington, in the county of Durham, Ontario, on the 17th of May, 1843. He was educated at the public school of the town of Bowmanville, at a private school of the same town and also at a commercial college in the city of Toronto, in the Province of Ontario. Early acquiring a practical knowledge of farming and becoming deeply interested in that important part of the business of a Canadian farmer, stock-breeding and stock-raising, he devoted himself principally to the breeding and importing of thoroughbred horses. Mr. Beith is reputed to be the breeder and importer of some of the best horses in

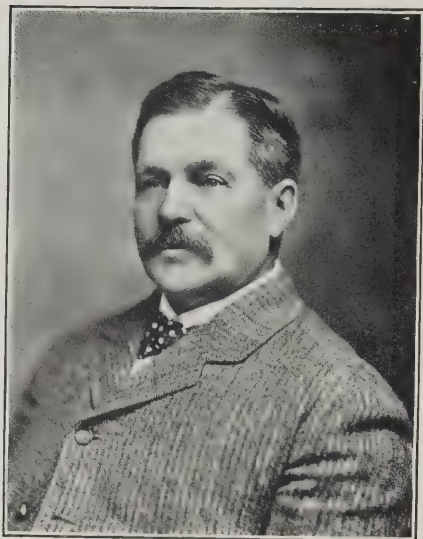
the Dominion of Canada and his reputation has become national in connection therewith. Actively interested in the Toronto Horse Show, which has become an event of continental importance to the lovers of the horse, he is frequently a successful competitor. Interested in public affairs, a Liberal of pronounced opinions, possessing the confidence of the Liberal party in the county of Durham and the respect of the electors of both political parties in that county, he was tendered the nomination by the Liberals of West Durham as the candidate of the Liberal party at the general elections of 1891, which he accepted, and was returned a member of the House of Commons. At the general election of 1896 for the House of Commons, he was re-elected for the same constituency of West Durham as a supporter of the policy of the Liberal party as led by Sir Wilfrid Laurier in the House of Commons. A Presbyterian in religion, a member of the Masonic Order, a member of the Independent Order of Oddfellows, a member of the Sons of Scotland and connected fraternally and socially with several other societies and organizations, Mr. Beith, although unmarried, is a prominent factor in the social life of the town and district in which he lives and carries on his extensive business as well as being the official leader of his party in the constituency which he represents in the House of Commons at Ottawa. Residing in the town of Bowmanville and conducting his extensive business as an exporter and importer of thoroughbred stock within the boundaries of the constituency which he represents, he is brought socially and in business in close touch with the people whose interests he represents in Parliament, which, together with his extensive knowledge of the business of thoroughbred stock-raising and stock-importing, renders him a peculiarly valuable member on the floor of a Parliament of a country in which stock-raising is in its infancy and where the opportunities are so many and so inviting to the investor. The interest taken by Mr. Beith, as a member of Parliament and as an importer and breeder of thoroughbreds, is of great benefit to Canada.

F. X. ST. JACQUES, OTTAWA

Francois Xavier St. Jacques, proprietor of the Russell House, Ottawa, is a native of the county of Two Mountains and was born in 1844. His parents, both of them French-Canadians, are now dead. Fifty years ago he came to Ottawa, then the obscure village of Bytown, named after the British officer charged with the execution of the Rideau Canal. After a course at Ottawa College he received employment in Guertin's wholesale liquor and grocery store. Thirty-one years ago he accepted a position as clerk in the Russell House, a move which directed his footsteps into the way of fortune. The proprietor of the hotel in those days was Mr. J. A. Gouin, now postmaster of Ottawa, who had come up from Quebec. In 1884 Mr. St. Jacques became a partner in the management of the house, and in 1890 assumed the full responsibility when Mr. Gouin stepped aside to accept the appointment which he holds to-day. The Russell has, since its establishment in 1863, been recognized as the leading hotel of the Canadian capital. Mr. St. Jacques to-day finds himself at the head of one of the finest hotel properties in the Dominion. It has grown up with the community. Its accommodation has expanded with the needs of the capital. It is almost as much of a political headquarters as Parliament Hill itself. Leaders of both parties mingle in its spacious rotunda to talk over the problems of state, and any evening while Parliament is in session the stranger will be pointed out men whose names are household words throughout the length and breadth of Canada. Under its spacious dome you will see a mingling of the races in which French-Canadians and English-Canadians meet, on the friendliest of terms, to renew acquaintances of long standing. After the conclusion of a fiery debate up in the House of Commons you will see the principals on either side drifting in with the best of good feeling between them. The Russell House is the abode of several of the Cabinet Ministers, hence during recess it is visited by nearly all who come up to Ottawa for party favors or the transaction of business with the departments of state. There is hardly a public man in Canada who has not the pleasure of Mr. St. Jacques' acquaintance. The subject of this sketch has aspired to no political honors himself, but has entertained, at one time or another, nearly every politician of note, Provincial and Dominion, that the country has produced. The Russell has numbered among its guests all classes and kinds, from the son of our late beloved sovereign to the humblest in the land. Prince Leopold, the Earl of Rosebery, the late Marquis of Dufferin and representatives of a host of the greatest families of



the Old Land have made it their temporary home. Among the four births in the hotel since its foundation was that of a member of the Monck family when Lord Monck was Governor-General of Canada. Mr. St. Jacques has been one of the capital's most enthusiastic supporters of the national game, lacrosse. For the interest he had taken therein he was made Honorary Vice-President of the Capital Lacrosse Club, whose fame on the field of sport is known to all followers of the game. In addition to his connection with the Russell House, he is known as one of the founders of the Ottawa Transfer Company, of which he is the proprietor. In the deliberations of the Ottawa License Victuallers' Association he has taken an important part. He is President of the Ontario Provincial organization. He is a director of the Mortimer Printing Company of Ottawa. Mr. St. Jacques, besides, is an investor in several mining speculations, and is a holder of insurance stock. He was one of those chiefly instrumental in securing for Ottawa the boon of a first-class playhouse, the Russell Theatre. When that structure was burned down in 1901 Mr. St. Jacques was one of those who joined in the movement for its rebuilding. In addition to the proprietorship of the Russell, Mr. St. Jacques is the proprietor of the Hotel Victoria at Aylmer. This house overlooks the beautiful stretch of the Ottawa River known as Lake Deschenes, a favorite summer resort with the people of the capital. Mr. St. Jacques belongs to the Freemasons and to the Royal Arcanum. He is a Roman Catholic and unmarried.



JOHN GILMOUR, OTTAWA

Mr. John Gilmour, of Ottawa, is one of the best known lumbermen of the Ottawa Valley. He was born in the city of Quebec on the 22nd of April, 1849. His father, the late John Gilmour, a native of South Walto, Mearns, in the county of Renfrewshire, Scotland, was one of the pioneers of the great lumber trade of Canada, and amassed a large fortune from that source. He was a resident of the Ancient Capital when the shipping trade of that port was a good deal larger than it has been of recent years. The lumber his firm took out was practically all of it shipped across to the Old Country market. In all, between two hundred and fifty and three hundred vessels were constructed by the firm of Rankin, Pollock, Gilmour and Company for this trade. Mr. Gilmour was interested in lumbering on the Lower St. Lawrence, and had besides large investments in the same line in the Ottawa Valley. Many years ago the firm established sawmills on the Gatineau River near what is now the village of Chelsea, about eight miles above the city of Ottawa, which were in constant operation up till a very few seasons since. Other mills were located at Trenton and on the North Nation and Blanche Rivers,

both of them tributaries of the Ottawa from the Province of Quebec. Mr. John Gilmour, junior, the subject of this sketch, succeeded to the control of his father's business, and is now President of the Gilmour & Hughson Lumber Company, which owns extensive limits on the Gatineau, and operates a large steam sawmill on the Ottawa River near the mouth of the Gatineau. It is fitted with modern machinery, and was one of the few structures which escaped destruction in Hull at the time of the big conflagration in 1900. The lumber it cuts, and indeed almost the entire cut of the Ottawa Valley, is used for export. When the markets of the United States have been shut against its entry by means of a high tariff, its chief drift has been across the Atlantic. After years of cutting, the supply of standing timber is still very large and good for a long time to come if there is brought into force such a set of regulations as will tend to discourage waste and to give young trees a chance of replacing those which have been taken out. The use of wood-pulp in the manufacture of paper has brought to our magnificent spruce areas a value little suspected by those who passed this wood by as almost worthless for sawn lumber. Ere long, it is apparent that the chief attention will be centred on that branch of the wood industry which already gives signs of such a great development wherever spruce is to be had in quantity. One cord of spruce represents, when converted into paper, a value of forty dollars. As it is to-day, the logs are not worth more than three to four dollars a cord when shipped across to the States, so that the advantages of building up the several processes of its manufacture are perfectly clear. When this is accomplished the gains from pulp manufacture may well outrun those earned by the lumbermen in the early days.

Mr. Gilmour married on December 22, 1874, Jessie Miller McLimont, by whom he has a family of six sons and one daughter. Two of the boys have seen service in South Africa during the Transvaal campaign—Allan, with the First Contingent, and Felton as a member of Strathcona's Horse. Mr. Gilmour himself passed examination as a Captain in the Military School at Quebec under Lord Russell, and has served as a Lieutenant in the 8th Rifles of that city. He has two brothers, Allan Gilmour, a resident of Ottawa, and David Gilmour, whose home is in Trenton, Ontario.

CAPTAIN JOHN GASKIN, KINGSTON, ONT.



NO man has been more prominently identified with the trade of the Great Lakes of Canada, and Ontario has no more popular citizen than Captain John Gaskin of Kingston, Ontario, an ex-Mayor of that city and the President (1902) of its Board of Trade. Captain Gaskin was born in the city where he still resides on April 3, 1840, the son of Robert Gaskin and Margaret Burton his wife, both natives of the County of Tyrone, Ireland, who came to Canada in 1835. Robert Gaskin served as one of the Loyalist Militia in the Rebellion of 1837-80. His son, the subject of this sketch, attended a preparatory school conducted by Rev. Mr. Borthwick, and when but a lad went to work for himself. At an early age he was initiated into marine life on the steamer *Scotland*, and later held responsible positions on the numerous vessels of the firm of Henderson & Holcomb. At twenty-four years of age he became Captain of the steamer *Ranger*. During the Fenian Raid of 1866 he was sailing on the *St. Lawrence* and was able to lend much assistance to the military authorities. In the autumn of that year the *Ranger* was lost on Lake Erie on a trip from Toledo to Montreal during a very severe gale off Port Stanley. All hands were saved with the utmost difficulty. Next season he took charge of the steamer *Georgian* belonging to the same owners. Three years later he entered the service of the Montreal Transportation Company and commanded the steamer *Bruno*, of which he acquired a partial interest. For two years he remained in this capacity, and in 1876 became Manager for the Company at Kingston, a post which he held for twenty-six years, retiring in 1902. He had charge of all the outside work of the Montreal Transportation Company, which owned some fifty boats and employed a total of seven hundred men. Captain Gaskin's duties included the superintendence of the construction of the Company's boats at

Kingston. He also went to England and purchased two large boats for the Company, of which the steamer *Bannockburn*, lost on Lake Superior in the autumn of 1902, was one for the grain-carrying trade between Lake Superior ports and Montreal.

Captain Gaskin's rare business capacity, his wide acquaintance with marine conditions and the esteem in which he is held by a very wide acquaintance made him a very valuable officer of the Company.

Captain Gaskin's fitness for a public career was early demonstrated and he has been an important figure in the politics of Kingston where for many years he served as President of the Conservative Association. Deep and fervent loyalty to the British Constitution has always been characteristic of him. For many years was a member of the Public School Board and for seventeen years was a member of the City Council, during one year of which he served as Mayor, being elected by the largest majority ever given a mayoralty candidate in Kingston. To municipal questions he brought that same sound ability which has characterized him in his business career. For eight years he was Chairman of the Board of Works, and has long been a member of the Board of Trade which he represented in the great convention of Boards of Trade of Canada held at Toronto in June 1902. He served for many years as President of the Canadian Marine Association and represented the body frequently as an expert on vessel and marine interests. He is also President of the Kingston Branch of the British Empire Navy League. He is an Honorary Member of the Orange Grand Lodge of Ontario and a prominent figure in the Order.

In religion he is a member of the Church of England and was married in 1867 to Miss Mary McAllister of Kingston, who died in 1882. He married in 1890 Miss Stella McDonnell of Kingston, and his four children by his first marriage are, Margaret, at home; Isabella, wife of Richard Waldron, Kingston; John, a prominent shipper of Montreal, and Thomas, a captain on the Great Lakes.

JAMES SWIFT, KINGSTON, ONT.



THE Province of Ontario can boast of few more progressive business men than Mr. James Swift, of Kingston, head of the firm of James Swift & Co., Wharfingers, Forwarders, Coal Merchants, Insurance and Commission Agents. He was born on February 20th, 1843, at Kingston, Ontario, and is the son of Michael Swift, who came from Kilkenny county, Ireland, in 1836, and was for many years foreman in the Ordnance Department, at Toronto, when it was under the control of the Imperial Government. After the Imperial forces were withdrawn from Canada he removed to Kingston, where he owned property. Mrs. Swift was born Katherine Haughey, and was also of Irish birth. The subject of this sketch was educated at Kingston in the Christian Brothers' School until the age of fourteen, when he entered the Kingston office of the Montreal Telegraph Company and learned the art of telegraphy. At seventeen he was regularly employed as an operator for the Company. In 1862 he entered the service of the Western Union Telegraph Company, and was sent to Cincinnati, Ohio, where he worked during the exciting years of the American civil war, from 1862 to 1865. In the latter year he was transferred to Buffalo, and in the autumn of the same year returned to Kingston and became agent for M. K. Dickinson & Co., of Ottawa, who were engaged in the forwarding business. In 1866 he started in business for himself, purchasing the St. Lawrence wharf at Kingston, which remains the property of his firm. Since 1866 moreover, he has represented the Ætna Fire Insurance Company, of Hartford, Conn., and the Phoenix Fire Insurance Company, of Brooklyn, at Kingston, and in later years has added other lines of insurance to his large connections. The firm of James Swift & Co. at present consists of Messrs. James Swift, J. F. Lesslie and James Swift, jr. The firm has been actively engaged since its foundation in the wholesale

coal business, and has maintained a coaling supply dock for lake vessels since 1868. Mr. Swift has also interested himself in water transportation, and was the first to put a line of steamers, exclusively devoted to passenger traffic, on the Rideau Canal, and for years operated the *Gypsy* between Ottawa and Kingston. For a number of years Mr. Swift was interested as a vessel owner in the lake trade, and operated a line of sailing vessels between Chicago and Kingston. Later he owned the *Water Witch*, a well-known vessel, but in 1898 he sold out all his vessel interests.

Mr. Swift is also deeply interested in mining and owns in fee simple 316 acres of iron ore bearing lands in the Clear Lake district, north of Sudbury, Ontario, which is considered one of the richest ore deposits in New Ontario. He owns also 1,700 acres of mineral lands in the Opinican Lake district of Frontenac county, on which rich deposits of zinc, iron pyrites, phosphates and other commercial minerals of value have been located. For a number of years Mr. Swift operated his phosphate mine on this property known as the Opinican mine. This property was a large and profitable producer for a considerable period, and was closed down after the deposits in Florida and South Carolina, which permitted the system of "open mining," were discovered, thus knocking the bottom out of the market. Mr. Swift is also a stockholder in the Richelieu & Ontario Navigation Company, and served as a director for several years. He was also a director of the Kingston & Pembroke Railway from its inception until it was leased to the C.P.R.

Widespread though his commercial interests are, Mr. Swift has found time to devote to public affairs. In politics he is a Conservative, and was for two years President of the Party Association in Kingston. He has served for three years as a member of Kingston City Council. In religion Mr. Swift is a Roman Catholic, and in 1876 married Miss Helen A. Hogan, of Troy, N.Y. He has two children, and his son James is junior partner in the firm.

HIRAM AUGUSTUS CALVIN, M. P., GARDEN ISLAND, ONT.

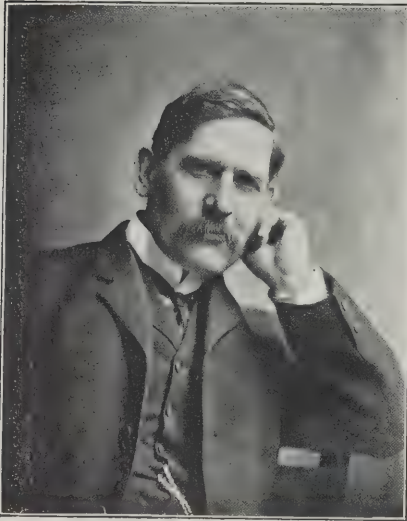


HIRAM AUGUSTUS CALVIN, M. P., Garden Island, Ontario, born April 6th, 1851, at Garden Island, son of the late D. D. Calvin, member for Frontenac in Provincial Legislature and head of the shipbuilding and forwarding business conducted there since 1825. H. A. Calvin was educated at Woodstock College and Queen's University. After graduating entered at once into his father's business, succeeding him at his death in 1884 as chief owner, and later becoming manager of the Calvin Company, into which the interests of several members of the family were merged. He has loyally sustained the policy of his father, of stirring industry, strict integrity and moral control. The Island, in Kingston harbor, has four hundred people, all employees or members of their families, who are tenants of the company. For over three quarters of a century there has been an absolute rule of temperance, good order and united endeavor, constituting a model community on the border of a city with open bars. In sustaining their great business the Messrs. Calvin have conducted extensive lumbering

operations on the borders of Lakes Erie and Michigan ; have kept a fleet of vessels on the lakes to bring the timber products to the Island to be rafted, and seven steamers or more to tow barges on the lakes or take rafts to Quebec.

H. A. Calvin sat in Frontenac County Council for twelve years and was elected to Dominion Parliament in 1892. He did not offer in 1896, but his party recalled him in 1900, and he was again elected by a large majority. His speeches and votes have shown the independence and individuality of a strong mind and sterling character. He is a trustee of Queen's University, a governor of the Mining School, a governor of the General Hospital, a director of the Y. M. C. A., in all of which positions his generosity and public-spirited policy have been conspicuous. A Baptist in religion, he has given most freely to local churches and general church objects, none more deserving of record in this direction. He was married April 22nd, 1879, to Annie W., daughter of Rev. D. Marsh, Quebec, and has these children : Marion, Dileo Dexter, Jonathan David, Hiram Augustus, jr., Reginald Marsh, Collamer Chipman and Hilda Beatrice.





JOHN R. LAVELL, M.P., SMITH'S FALLS, ONT.

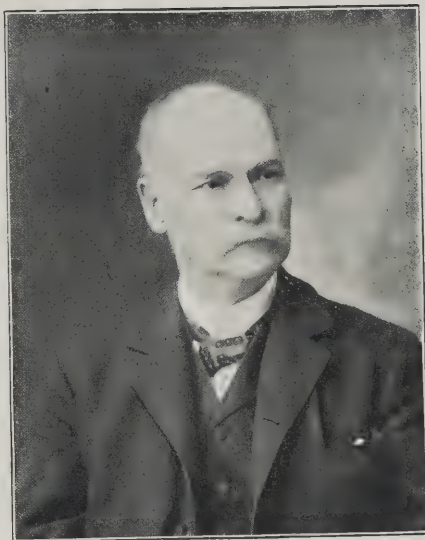
Successful as a lawyer, the president of a large industrial enterprise, and a politician, John R. Lavell, M.P., of the town of Smith's Falls, is a prominent figure in the life of eastern Ontario. The son of the late Dr. Michael Lavell, who died in 1901, who was a Canadian of North of Ireland descent, a practising physician of note in Kingston, Ontario, a trustee of Queen's University, and Warden of Kingston Penitentiary from 1884 to 1896, and Betsy Reeve, his wife, of English descent, he was born in the town of Peterborough, Ontario, on the 14th December, 1856. Educated at the public and grammar schools of Kingston and Queen's University, where he graduated in 1877, Bachelor of Arts, Prince of Wales medalist and prizeman, he began the study of the law in Kingston with Hon. B. M. Britton, now a Judge of the High Court of Justice, and became a solicitor in 1880 and a barrister in 1881. He began the practice of his profession in the town of Smith's Falls, in the county of Lanark, in 1881. For the first nine years he practised on his own account, and was then joined by A. G. Farrell, under the firm name of Lavell & Farrell, which continued until 1895, when

his brother, H. A. Lavell, became a partner, the firm being now known as Lavell, Farrell & Lavell. Successful from the outset in his practice, public-spirited and interested in public affairs, political and municipal, Mr. Lavell was the Conservative nominee for the House of Commons in 1896 in North Leeds and Grenville against F. T. Frost, and was unsuccessful by a minority of nine. In 1900 he again was the Conservative candidate for the House of Commons in the same riding, and defeated Mr. Frost, the sitting member, by 323 majority. In Smith's Falls Mr. Lavell has been a member of the School Board for two years and of the Town Council for three years, Reeve for one year, President of the Conservative Association for several years, member of the Executive Committee of the Conservative Association of North Leeds and Grenville, member of the Executive Committee of the Conservative Association of South Lanark. In 1898 he became a stockholder in the Perrin Plow Co., Limited, of Smith's Falls, manufacturers of sulky plows known as the Ontario Riding Plow, and in 1901 was elected President of the Company. This successful and enterprising Company manufactured 600 riding plows in 1901, the first manufacturing year, and in 1902 increased the output to 2,150 sulky plows. These plows are chiefly sold in Ontario and the Lower Province, having a branch warehouse and establishment at St. John, New Brunswick. Mr. Lavell is a member of the Masonic Order, A.F. & A.M., of the Independent Order of Foresters, of the Canadian Order of Foresters, and of the Royal Arcanum. A Methodist in religion, he has been a member of the Methodist General Conference since 1885, and is a member of the Council of Queen's University. He is a member of the Canadian Manufacturers' Association, and is solicitor for the Molson's Bank and the town of Smith's Falls.

In 1883 he married Ursula P., daughter of Alexander MacAlister, surveyor of customs, Kingston, and has a family of four children—Frank, a student of Queen's University; George, at school at Smith's Falls, and two daughters.

FRANCIS T. FROST, SMITH'S FALLS, ONT.

One of the best known manufacturers in the Dominion is Mr. Francis Theodore Frost, of Smith's Falls, Ont., the Vice-President of the Frost & Wood Company, manufacturers of agricultural implements, a Company incorporated in 1899 with a capitalization of one and a half million dollars. He was born at Smith's Falls on December 21, 1843, the son of Ebenezer and Caroline (Harwood) Frost, both natives of the State of Vermont, U.S. They came to Canada in 1836 and settled in Hawkesbury, Ont.; then in Hull, Que., and in 1839 moved to Smith's Falls, Ont., where Mr. Frost commenced the manufacture of stoves and plows. Mr. Alex. Wood joined Mr. Frost, and the firm of Frost & Wood, now of more than half a century's standing, was founded. In 1863 Mr. Ebenezer Frost died, and his two sons, Charles B. Wood and Francis F. Frost, succeeded to his interests in the business. The latter, the subject of this sketch, was educated in the public and grammar schools of his native town, and at the St. Lawrence Academy, Potsdam, N.Y. As a youth he entered the works of his father, and obtained a thorough knowledge of the business. Therefore, though but a young man when, with his brother, he became a partner, a successful career was predicted for him. This prophecy has been amply justified. In twenty years, that is to say by 1883, the firm had become recognized as one of the leading manufacturing industries of Canada, turning out harvesting machinery, binders and threshing outfits. Since then their output has been sold from one end of Canada to the other, and a large export trade has been built up. The manufacture of stoves and minor implements was abandoned years ago, the firm devoting itself entirely to the high grades of agricultural machinery. In 1886 Mr. Wood retired from the firm, and the business has been carried on by Messrs. Frost ever since. In 1900 they purchased the business of the Coulthard, Scott Company, of Oshawa, manufacturing seeders and grain drills, and at this plant they employ over one hundred hands. At the Smith's Falls plant they employ from five to six hundred men, according to the season, and



are steadily increasing the business from year to year. Their English branch and warehouse is at 63 Queen Victoria St., London W.C., and they have Canadian branches at Winnipeg, Toronto, Montreal, Quebec, St. John, N.B., and Truro, N.S. Some years ago they entered the German market, and have built up a large export trade to that country, where their implements are recognized as standard, and are widely used. Mr Frost has always taken an interest in public affairs. He was elected Reeve of Smith's Falls in 1876, and held office for seven years consecutively, and became Mayor on its incorporation as a town in 1883. He was Warden of the County of Lanark in 1879-80. A Liberal in politics, he was several times the party candidate in South Lanark and in North Leeds. In 1896 he succeeded in carrying the latter riding by a majority of nine for the House of Commons. At the general elections of 1900 he was defeated by Mr. J. R. Lavell. Mr. Frost's name has frequently been mentioned by the press as a suitable choice for the Senate of Canada, and if he would accept the honor it is generally conceded that his selection would be an admirable one. He is a prominent member of the Canadian Manufacturers' Association, and of the A.F. & A.M., and other fraternal Orders.

In June, 1868, he married Miss Maria E. Powell, of Madrid, N.Y. In religion he is a Presbyterian.



JOHN MANUEL, OTTAWA, ONT.

Of unobtrusive personality but withal a man of prominence, John Manuel, of Ottawa, is a well-known figure in the commercial life of Canada. The son of James Manuel and Janet Dalziel—both of Scottish race and birth—he was born at Muirhead, in the parish of Shotts, on March 7th, 1830, educated in the country school of his native parish, and at the age of eighteen entered commercial life in Scotland, in which he remained until 1854, when he came to Canada and entered the office of Gilmour & Co., of which the late Allan Gilmour was a partner. From a junior position Mr. Manuel soon rose to that of cashier to the firm and to be their confidential financial representative. A friendship also developed between Mr. Gilmour and Mr. Manuel which matured into one of a life-long character, and so closely identified did they become as years rolled on that no sketch of Mr. Manuel would be complete without a reference to the life of Mr. Gilmour. The late Allan Gilmour was a high type of the Canadian merchant and lumberman, who, through sterling honesty, great enterprise and aggressive energy has done so much for the progress of Canada. He was born in Shotts, Lanarkshire, Scotland, on the 23rd August,

1816, and in 1832 came to Montreal, where he entered the employ of William Ritchie & Co., wholesale dry goods merchants and grocers, of that city. Upon the retirement of William Ritchie, in 1840, Allan Gilmour and his cousins, James, John and David Gilmour, assumed the business in the name of Gilmour & Co., and shortly afterwards established an agency in what was then Bytown and now is Ottawa, and engaged extensively in the business of manufacturing square timber for the Quebec market. In 1853, finding that the interests of their lumber business demanded it, Allan Gilmour took up his residence in Ottawa, which in a short time became the headquarters of the business interests of Gilmour & Co., who by this time had acquired large water-power saw-mills on the Gatineau, Blanche and North Nation rivers, tributaries of the Ottawa, as well as steam mills at Trenton, on the Bay of Quinte. For a long time the timber trade was unprofitable, but with more prosperous times Mr. Gilmour was able to retire from business in 1873, and gratify his other tastes for art, shooting, fishing and steam-yachting. Mr. Manuel at the same time left the employment of Gilmour & Co., and residing with, assumed the management of Mr. Gilmour's private interests, which he continued to do until Mr. Gilmour's death in 1895, when he became Mr. Gilmour's heir and residuary legatee.

Mr. Manuel is a Presbyterian in religion, but with broad leanings, thinking well of and ever ready to help all denominations and creeds who are trying to exercise an influence for good and to benefit their fellow-men. He is an enthusiastic sportsman. An ardent salmon fisherman, he has without intermission fished the Godbout, of which Mr. Law and he are now the owners, for twenty-six years. He is also President of the Long Point Company, one of the most noted shooting clubs of the world, owning Long Point Island, in Lake Erie, Ontario, with a reserve twenty miles long, four miles wide, stocked with deer and Canadian game, and in the season one of the best duck-shooting places on the continent of America. Though devoted to the highest forms of manly sport of field, stream and forest, and able to indulge his tastes in their enjoyment, Mr. Manuel is, nevertheless, independently interested in public affairs, and actively concerned in commercial enterprise, and is on the directorate of several important Canadian companies.

E. W. RATHBUN, DESERONTO, ONT.



NO man has done more to develop the industrial interests of Ontario than the present Mayor of Deseronto, Mr. Edward Wilkes Rathbun, and the head of vast enterprises in the Bay of Quinte district. He was born on October 5, 1842, at Auburn, N.Y. The family were originally landed gentry in Cheshire, England. An ancestor, Richard Rathbun, came to Massachusetts in 1666; another, Colonel John Rathbun, was in the king's service during the Revolution. Hugo Burghardt Rathbun, the father of the subject of this sketch, came from Auburn to what was then Mill Point, started a small sawmill and founded the now prosperous town of Deseronto. Mrs. Rathbun was Miss Louise Storm, of New York, and her son was educated in that city and commenced his business training in the office of Storm, Smith & Company, East India merchants, New York. In 1861 he came to Deseronto to join his father in the lumbering business which has since grown to vast dimensions. The Rathbun Company is incorporated under special Act of Parliament and has sawmill plants at Deseronto, Gravenhurst, Lindsay, Campbellford, Tweed, Bancroft and on Manitoulin Island. They have a large export trade with England, the United States and South Africa, and have supplied ties to all the chief railway systems in Canada and in the United States east of the Mississippi. They operate a sash, door and blind factory at Deseronto, having the largest output of its kind in the world, and exporting to many parts of the globe. For several years the Rathbun Company operated an immense system of charcoal kilns to utilize the by-products of their lumber industries. It was the first of its kind in Canada and is under lease to the Standard Chemical Company of Toronto. The Company owns immense tracts of timber limits in Ontario and possesses extensive mineral locations. In addition to being President of this great corporation, Mr. E. W. Rathbun is President of the Bay of Quinte Railway owned by the Rathbun Company and operating a well-equipped system of eighty-four miles between Deseronto, Tweed, Sydenham and Kingston; President of the Thousand Railway connecting the Grand Trunk system with Gananoque, Ontario; President of the Oshawa Electric Railway system; President of the Cana-

dian Boiler Inspection and Insurance Company of Toronto; President of the Canadian Portland Cement Company, with two manufacturing plants at Marlbank and Strathcona on the Bay of Quinte Railway, producing 1,600 barrels per day. Mr. Rathbun, it may be mentioned, was the first to develop the cement industry of Ontario. He is also President of the Deseronto Milling Company, with mills at Tweed and Bridgewater, Ontario, and President of the Deseronto Navigation Company, operating a line of passenger steamers on the Bay of Quinte and the St. Lawrence River running between American and Canadian ports. The Rathbun Company owns a line of steam barges, propellers and other boats in connection with their industries carrying lumber, grain and freight on the Great Lakes. They are also in the coal carrying trade and wholesale coal dealers maintaining coaling docks on the lakes. In 1902 they handled 100,000 tons. They own and operate a dry dock and ship yard at Deseronto with a marine railway for repair work. They also have extensive car shops and have for many years manufactured large numbers of freight and flat cars for the Intercolonial and Canadian Pacific Railway systems. They also build passenger coaches and electric cars for their own systems and last year the shops were operating night and day. Mr. E. W. Rathbun was the founder and is a Director of the Dominion Iron Company operating blast furnaces and making charcoal pig iron to the extent of sixty tons per day. This was the first plant of its kind in Canada and will shortly be increased to a double capacity. At the time of writing there are 3,609 employees on the Rathbun Company's pay roll.

Mr. Rathbun is a member of the Canadian Manufacturers' Association and of the Ontario Forestry Commission and is a strong advocate of methods to conserve the timber wealth of Ontario. He owns and operates a model farm of one thousand acres near Deseronto and breeds thoroughbred stock.

In religion he is a Presbyterian, and was married first in 1863 to Miss Elizabeth Burt, of Auburn, N.Y., who died in 1870, and in 1873 to Bunella, daughter of Honorable John McMurrich, Toronto. He has seven children, E. Walter, assistant manager of the Rathbun Company; Harold M., a graduate of the Royal Military College, secretary of the Canadian Portland Cement Company; Martin and Adrian at college, and three daughters.

JOHN D. FLAVELLE, LINDSAY, ONT.



AMONG the prominent Canadians engaged in the milling industry in their native country is John D. Flavelle of the town of Lindsay, Ontario, Managing Director and Secretary of the Flavelle Milling Co., Limited. The son of John Flavelle, who came from the North of Ireland to Canada in 1847, and Dorothea Dundas, his wife, he was born on the 18th July, 1850, near the town of Peterboro, Ontario. Educated at the public and grammar schools of Peterboro until 1864, he went to Lindsay, and entered into business in the dry goods trade as a member of the firm of Dundas & Flavelle Brothers, which business is still continued. In 1884, the subject of this sketch assumed the management of the milling interests and export trade of the firm. The business of the present Flavelle Milling Co., Limited, of which the subject of this sketch is Managing Director and Secretary, was begun in 1860 by Needler & Sadler. In 1874 Dundas & Flavelle Brothers became interested in this business, and it was carried on under the name of Sadler, Dundas & Co., until 1892 when it became the Sadler, Dundas & Flavelle Milling Company. In 1894 it was incorporated as the Flavelle Milling Co., Limited, with a capital of \$150,000. The Company has an elevator holding 85,000 bushels of grain and controls a line of elevators on the Midland Branch of the Grand Trunk Railway System. The Company's mill has a daily capacity of 500 barrels of flour and 150 barrels of oatmeal. The output issold in the Maritime Provinces, Great Britain, Ireland and South Africa. This well-

known Company has been exporters of flour and oatmeal since 1884. The subject of this sketch is also senior member of the firm of Dundas & Flavelle Bros., the firm consisting of himself and his brother William Flavelle, owning and operating cold storage plants at Port Perry, Belleville, Alliston and Lindsay, in the Province of Ontario. This firm in the season of 1901-2 shipped 2,000,000 dozen fresh, cold storage and pickled eggs to London, Manchester and Liverpool, England, and to British Columbia and the Yukon. The first shipment in 1885 was 1,000 dozen. In 1896 the firm of Dundas & Flavelle Bros. began shipping dressed poultry and in that year made a shipment of 4,000 pounds. In the season of 1901-02, 35,000 turkeys and 25,000 chickens were shipped and in the season of 1902-03, 21,000 turkeys and 34,000 chickens, also during the season of 1902, 25,000 boxes of cheese, the output of some of the best cheese factories in Ontario and 2,650 packages of butter were shipped by the same firm.

In religion, a Methodist, and in politics a Conservative. Mr. Flavelle married in 1873, Minnie, daughter of Joseph Cooper, of Lindsay, and has a family of three daughters.

Mr. Flavelle is noted as one of the best and most enthusiastic curlers in Canada. He has been a member of the Lindsay Curling Club since its organization and has skipped rinks from his club which have made six tours through Canada and the United States. Rinks which he skipped have won the Ontario Tankard and at the Winnipeg Bonspiel in 1902 his rink won the Galt Trophy, the Royal Caledonian Trophy and the Grand Aggregate Trophy.

W. A. PRESTON, MINE CENTRE, ONT.

In the growth and development of the mining industry of far-western Ontario, few men have played so important a part as Mr. William Alfred Preston, of Mine Centre, Ontario, who is one of the veteran authorities on questions of mineral deposits, their value and extent. Mine Centre, as its name indicates, is in the very heart of a mineral region of vast extent, to which the attention of Easterners was attracted some years ago.

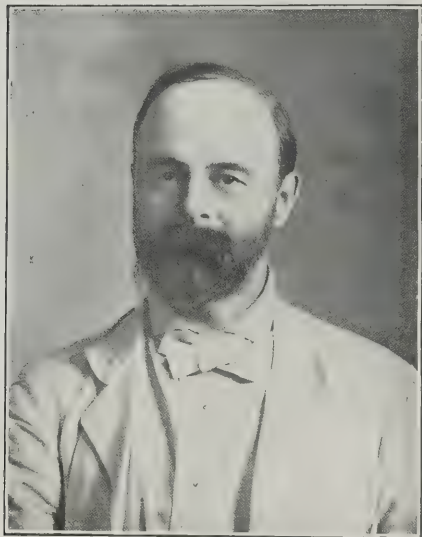
Although Mr. Preston has lived in the region for a number of years, he is a native of eastern Ontario. He was born in 1848, in the county of Durham, and spent his early years in that section. His education was received in the public and high schools of the county. Leaving school he went into business for a while, but the bent of his mind toward mining early developed itself, and he acquired a thorough knowledge, both practical and scientific, of the subject. The period of the late seventies and the early eighties in Canada was one of very extensive railroad development, and, in common with a great many energetic young men, Mr. Preston availed himself of the opportunities afforded thereby. From 1876 until 1884 he was actively engaged in railroad construction, after which he returned to his old pursuit of mining, to which he has applied himself ever since.

During his career Mr. Preston has organized several large mining industries, and it is especially to his credit that in a branch of enterprise where dishonesty is unfortunately but too prevalent he has been able to gain a universal reputation for honesty and straightforwardness. He has a thorough knowledge of the genesis of ore deposits, and in the opinion of the best scientific and business authorities has few equals as an expert in reporting on the value and possibilities of undeveloped or partially developed mining properties. Though he has spent most of his life in the mining camps and the woods, he is recognized as a thoroughly read man, of sound judgment. For seven years past Mr. Preston has been a resident of the Seine river country, one of the rich districts tributary to the Lake of the Woods, and during the period of his residence there it can be



safely said that he has made himself generally known and widely respected by the people of the country. It is a saying among miners, prospectors and explorers who form a large part of the populace, that to them his word is as good as his bond. He has shown in his dealings with them that he is a thoroughly honest, trustworthy and conscientious man. In the mining business especially, a reputation for straightforwardness is a valuable factor, and in all his dealings Mr. Preston has shown himself so. He detests anything underhand, and he would be a very courageous type of scamp who to him would propose anything shady in connection with a business transaction. A prominent investor in mining properties has said of him, "I would sooner take Preston's report on a mine or on any mining matter than that of any one known to me."

Mr. Preston comes of a good old United Empire Loyalist stock, and it will be seen, in addition to being considered a thoroughly practical mining man, he is a thoroughbred-minded gentleman. He is a member of the Church of England and of the Masonic Order. In 1873 he married Miss Jessie Sinclair Christie, daughter of Mr. George Christie, of Collingwood, by whom he has one daughter, Miss Olive S. Preston.



DANIEL FRANCIS BURK, PORT ARTHUR, ONT.

The history of the older parts of the Dominion has the impress of the personality of strong and vigorous men on every page. In the present undeveloped regions of the broad Dominion much of the activity in the exploitation of the natural resources of the country is due to the efforts of those strong-minded, strong-willed individuals who, firmly convinced of the inherent wealth of Canada, are strenuously doing much to settle and build up their country.

Of those men to whom Canada owes so much for the settlement of what but few decades ago was a wilderness or a great lone land, is Daniel Francis Burk of the town of Port Arthur, Ontario, who has done much, and is doing more through his personal efforts and official position as General Manager of the New Ontario Colonization Association, organized in the year 1899, for the advancement of settlement throughout New Ontario.

Born in the town of Bowmanville, Ontario, the son of William K. Burk and his wife Clara C. Coryell, of Canadian descent, he was educated at the Public and High Schools of his native town until the age of nineteen, when he entered the service of the Ontario Bank in Whitby. He became Teller of that branch,

and continued as such until he was appointed Manager of the same institution at Port Arthur in the year 1875. Continuing in that responsible position at Port Arthur until 1884, he resigned to become Financial Manager for his brother, Marvin Burk, of Bowmanville, who built 100 miles of the Canadian Pacific Railway. He was the Vice-President and Director of the Port Arthur, Duluth and Western Railway Company and continued as such until the completion of the Company's railroad in the year 1893 when he became Vice-President and General Manager until the year 1898, when the said railroad became merged in the Canadian Northern Railway System. In 1888 he became President and Director of the Ontario and Rainy River Railway Company and was largely instrumental in securing grants in aid thereof from the Dominion and Provincial Governments. This railroad was built by Messrs. Mackenzie and Mann, and became part of the Canadian Northern Railway System.

Mr. Burk was a Director of the Port Arthur Light & Power Co., afterwards taken over by the Town of Port Arthur.

A Presbyterian in religion, Mr. Burk is a Liberal in politics and is an ex-President and a member of the Executive Committee of the Liberal Association of the Algoma District, and unsuccessfully contested the Algoma District for the House of Commons in 1886 and 1891 as the Liberal nominee.

Mr. Burk is President of the St. Joe Railway Co., chartered to build a railway from Port Arthur through 200 miles of mineral, timber and farming districts to Albany River, opening up the famous Nepigon lake and river district; President of the West Algoma Agricultural Society; director and member of the Council of the Port Arthur Board of Trade; member of the Toronto Board of Trade, and of the Canadian Manufacturers' Association, and owns the Port Arthur *Herald*, which he edited for a short time. He has always had a fad for farming, and at one time had more acres under cultivation around Port Arthur and Fort William than everybody else combined. Has been interested in steamboats and is Secretary and Manager of the Lake Superior Dock Company. He brought the first cargo of coal to Port Arthur and shipped the first car load of coal from Lake Superior to Winnipeg over what is now the C.P.R. But his great hobby is filling up New Ontario with farmers.

He was married in 1873 to Annabelle Ida, daughter of James H. Gerrie at Whitby, Ontario, and has seven children.

JOHN MCKAY, SAULT STE. MARIE, ONT.

Prominent in political, social, religious and professional life, John McKay is a notable figure in the development of that part of his native Province, which of late years has undergone phenomenal advancement and is known as New Ontario. Born in the township of Sydenham, in the county of Grey, the son of Angus McKay and his wife Elizabeth McKay, he was educated at the district schools of his native county and at the Collegiate Institutes of Owen Sound and Brantford. Determining upon law as his life profession, he became an articled clerk and student-at-law in the office of Masson & Masson, barristers and attorneys-at-law in Owen Sound. Called to the bar of Upper Canada in 1887, he began the practice of his profession in the town of Sault Ste. Marie, where he and his partner, Mr. W. H. Hearst, have succeeded in building up one of the most extensive law practices in Northwestern Ontario. Thoroughly convinced of the advantages and possibilities of the district of Algoma, he in 1890 was active in organizing the Sault Ste. Marie and Hudson's Bay Railway Company of which he was Secretary and a Director. For many years he strongly advocated land grants in alternate townships to colonization railways and free grants of 160 acres to the settler and explorer in the alternate Government townships. He also strenuously advocated the land grants made to the Algoma Central Railway and the Manitoulin and North Shore Railway. Mr. McKay is also President of the Bruce Mines and Algoma Railway Company, in course of construction. He has been deeply interested during the last ten years in nickel and other mining properties, and was for a number of years Secretary of the Provincial Mining Association for Northern Ontario. Having a thorough knowledge of the legal requirements of mining legislation and personally acquainted with the local conditions of the mining situation in New Ontario, he has been commissioned frequently to represent the views of the mining interests in bringing those views to the attention of the Government.

In the several political contests of late years in Algoma, he has taken a prominent part, and although a Liberal he has supported and op-

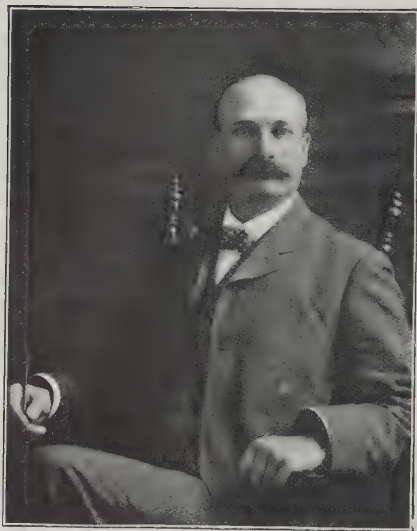


posed legislation affecting Northern Ontario from a non-partizan standpoint and has thereby acquired the confidence of Conservatives as well as of his own party.

Deeply concerned in religious and philanthropic work, he is a member of the Presbyterian Church, President of the Lord's Day Alliance of Sault Ste. Marie, and is an ex-President of the Sunday School Association of the district of Algoma.

The Liberal party in East Algoma in 1901 tendered him the unanimous nomination which he accepted and succeeded in having this constituency divided in the constituencies of Sault Ste. Marie, Algoma and Manitoulin, but did not contest any of these constituencies in the general Provincial elections which followed such redistribution.

Married on January 13th, 1892, to Annie, daughter of Malcolm Laughton, of St. Mary's, Ontario, the names of his two children are Malcolm and Jean. As a lawyer Mr. McKay enjoys a high reputation in his profession, as well as the confidence of a large clientele throughout the district of Algoma and Northern Ontario. As an ardent exploiter of the natural resources of the district and a man of broad views on the public and political questions of the day affecting the development of New Ontario, he has not allowed party predilections to interest him to the detriment of the district.



SIMON WOOD FAWCETT,
SAULT STE. MARIE, ONT.

To the men of the older or more settled parts of Canada does the extensive region known as New Ontario owe much for the impetus to trade, the enterprise in commerce and in the development of its natural resources which is rapidly making it a prosperous and wealth-producing region. Understanding the conditions governing the settlement and development of a new country and thoroughly imbued with the aggressive enterprise of the Canadian spirit many have gone forth from the district which their fathers' energy and industry have made wealthy in Older Canada to repeat the story of the past and in the yet undeveloped parts of their native land find more scope for their ability and ambition than they could in the more crowded districts where they first assayed life's battle.

Such a man was Simon Wood Fawcett, born near the village of Drayton, in the county of Wellington, Ontario, originally known as the Queen's Bush, on the 5th of June, 1852. He was educated at the district schools of his native county and the Preston Model School until the age of eighteen, when he entered the employ of Mr. John Whyte, engaged in gen-

eral mercantile business in the village of Drayton, and in the year 1874 became a partner in the business. In 1884, on account of his health, he sold out his interest in the mercantile business and in 1885 began business on his own account as agent for agricultural implements and also as an insurance and real estate agent at Drayton, and continued as such until 1888 when he became general agent and collector for Mr. M. T. Buchanan, of Ingersoll, throughout the Provinces of Ontario and Quebec and remained for ten years in that employ, when he took a similar position with the Wilkinson Plow Company of Toronto. Here he remained until he went to Sault Ste. Marie, Ontario, in 1900 and opened up a real estate, loan and insurance office which he has continued with success. How considerable is the business of the firm of Messrs. S. W. Fawcett & Son and how important a factor in the financial and commercial life of New Ontario, may be known by the fact that they are General Agents for the Imperial Life, London & Lancashire, Dominion Guarantee Accident, American Security Company and the Employees Liability Company, Provincial Building & Loan Association, the Dominion Permanent and Loan Association, the Acme Loan and Savings Company, the Atlas Assurance Company, the London Assurance Company, and that in the real estate branch of the business the firm of S. W. Fawcett & Son have placed in the market and managed the sales of the principal additions of the town of Sault Ste. Marie, having disposed of over four thousand town lots and built one hundred and two houses and lent over \$200,000 to builders of houses. Mr. Fawcett is also interested in the International Mining Company and other mining properties.

A Liberal in politics and a Methodist in religion, he was Clerk of the Division Court at Drayton, a member of the Drayton Municipal Council for two years, and a member of the Drayton School Board, serving two years as Chairman and seven years as Secretary.

He was married in 1873 to Anna Letitia Hambly, of Drayton. Of his seven children, Thomas W. is in partnership with his father and S. Edgar is the bookkeeper of the firm.

ALEXANDER PETER COCKBURN
TORONTO AND GRAVENHURST, ONT.

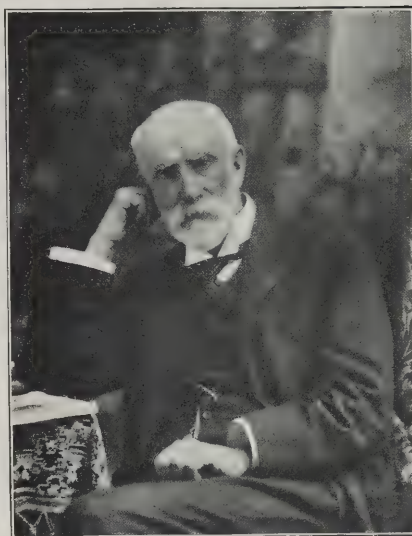
Probably that part of Canada immediately north of the Severn river, and south of Algoma in Ontario, owes more to Alexander Peter Cockburn for its development than to any other one man. He was the first public man of consequence who clearly set before the Government and the people of Canada the importance of that enormous region which he represented as a member of the Ontario Legislature for North Victoria, and of the House of Commons for Muskoka and Parry Sound, and through his influential position as founder and manager of the Muskoka Navigation Company.

The second son of the late Peter Cockburn, a native of Berwickshire, Scotland, and of his wife, Mary Macmillan, he was born in the township of Finch, Stormont county, Ontario, on the 6th of April, 1837. Educated at the schools of his native township he entered into commercial life in Elden, in the county of Victoria, and was one of the independent supporters of the John Sandfield Government in the formulation and carrying out of a liberal land, colonization road and railway policy for the development of the Province.

In 1865 he first visited the territory now forming the Judicial District of Muskoka, Parry Sound and Nipissing, and was impressed with the great possibilities of development. Confident of the great future of the district he shortly afterwards became locally identified with the northern settlement, and set for himself the lifework of making its advantages known for the hardy settler, the lumberman, and the tourists throughout the world.

Largely through his efforts by tongue and pen the district as a favorable field for cheap homes for settlers, for enterprise, and as a summer resort became well known, and the population of Muskoka and Parry Sound increased from 370 in 1865 to 36,874 in 1891.

In the several works "A Few Weeks in the North," "The Settlers' Guide," and the "Tourist Guide," Mr. Cockburn set forth his belief in the great future of New Ontario, and this belief he confirmed by the establishment of a large fleet of steam vessels which he personally owned and controlled in the northern lakes for many years until he placed his interest in a joint



stock company, of which he became managing director, a position which he still occupies.

From 1872 until 1882, Mr. Cockburn was the representative of Muskoka and Parry Sound in the House of Commons, and for North Ontario from 1882 until 1887. In politics he is a broad-minded Reformer. Overtures were set on foot about this time by personally friendly political opponents to have Mr. Cockburn appointed to the Dominion Senate, the suggestion being viewed with favor by the then Premier, Sir John A. Macdonald, but Mr. Cockburn discouraged the movement and the matter dropped.

Mr. Cockburn unsuccessfully contested Muskoka for the Ontario Legislature in 1890 and 1894, being defeated through the anti-Popery cry raised against his party, the notorious Margaret L. Sheppard being imported into the district by his opponents to raise religious strife.

He was married in September, 1864, to Mary Helen Proctor, of Beaverton, Ontario. The family reside in Muskoka during the season of navigation, and in Toronto during winter. Mr. Cockburn has been the recipient of many valuable testimonials and souvenirs. Probably the most important of these was at a non-political banquet in 1894, during which a massive silver statue representing the goddess of victory, and a substantial purse of money was presented to him in token of his public services to the district of Muskoka and Parry Sound.



JACOB W. HART, M.D., HUNTSVILLE, ONT.

A progressive business and active professional man is Mr. Jacob W. Hart, M.D., Mayor of Huntsville and Superintendent of the Huntsville Hospital. Dr. Hart was born in East Durham, March 12, 1858. His father, Henry Hart, was of German descent and his mother, Mary A. Wilson, of Irish extraction. His early education was obtained in the public schools of Durham county and was continued at the High schools of Omemee and Port Hope. After teaching for five years he chose the medical profession for his career and took a course at Trinity Medical College, Toronto.

Graduating in 1886 he at once began the practice of medicine in Huntsville. It at once became apparent to him that the absence of an hospital in such a community was a serious drawback, and he organized and established one on a successful basis, thereby conferring a lasting boon on the whole district. It has been conducted by him for over sixteen years with the signal success betokening alike his professional skill and practical business ability. In 1892, the success of the Huntsville institution having been so marked and the needs of the New Nickel Mining Centre of Sudbury being so apparent, he decided to

establish a branch hospital at that point, and one was inaugurated with Dr. J. G. McKee, as resident surgeon. This institution likewise proved successful.

A special feature of the system under which these hospitals are conducted is the selling of certificates of admission to persons in good health for a small sum. This has proven a merciful provision in the case of the poor laboring men and those without homes who might otherwise be forced to look for charity in the case of illness or accident. These yearly certificates entitle the purchaser for a small sum, except in cases of contagious disease, to nursing, medical attendance and board during twelve months after the date of issue. The system has worked most satisfactorily, and the lumbermen and miners with which the northern country abounds have thus been able to avail themselves of medical treatment at a very moderate expense.

In addition to his professional interests Dr. Hart has devoted his attention to the business development of the place of his choice and has a share in a number of large commercial enterprises.

He is President of the Huntsville Lumber Syndicate which was established at Huntsville in 1899, and does a very extensive trade in the export of lumber and in the purchase and sale of both hardwood and pine lumber lands. Although still a young company it has been so far most successful in competition with the many old established firms for which the lumber trade in Ontario is noted. He is also President of the Muskoka Wood Manufacturing Company, established at Huntsville in 1902 for the manufacture of hardwood products, turnings, newel posts, chair parts, etc., a company which employs from fifty to one hundred hands according to the season. Dr. Hart has also taken an active interest in public affairs. He is a Liberal in politics and in the years 1891 and 1892 was elected reeve of Huntsville by acclamation. In 1901 the growth of Huntsville having in the meantime justified its being incorporated as a town, he was elected Mayor and re-elected in 1902. He is a member of several fraternal societies, chief of which are the Masonic fraternity and the I.O.O.F., and was for some years a member of the Ontario Medical Association.

In religion Dr. Hart is a Methodist and on December 14, 1892, married Miss Martha P. Hood who, as a graduate of the large American schools for nurses, has been able to be a true helpmate to her husband by whom he has had two children, Marjorie M., age 9, and Jack Lambert, age 6.

ALEX. McNEILL, WIARTON, ONT.

Occupying a unique as well as a prominent position in the political life of Canada, there are few men who are held in higher esteem in a country already somewhat distinguished for the strong partizanship of its politicians than Alexander McNeill. By both Liberals and Conservatives the unswerving patriotism of his actions and the advanced Imperialism of his political creed have procured for him the respect and attention of the country at large, and the serious consideration of the thinking men of both the great political parties of Canada. The opinions of few Canadians of the Canadian House of Commons were received with more unqualified respect on the floor of the Chamber of that body than the fearless and thoughtful speeches of the subject of this sketch. His patriotism was unquestioned and his opinions valued as those of few men have been in the course of the partizan warfare that so often distinguishes the deliberative proceedings of the Parliament of Canada. The son of the late Malcolm McNeill, of "The Corran," Larne, in the county of Antrim, Ireland, and his wife, Louisa, daughter of the late John McNeill, of Colonsay, Argyshire, Scotland, he was born at "The Corran," on the 10th of May, 1842, and was educated at Wimbledon, England, and at Trinity College, Dublin. He was called to the bar of the Midland Temple, London, England, on June 6th, 1868. For several years he was a practising barrister on the Western Circuit in England. In 1872 he came to Canada, which he has since made his home. Taking up land in the county of Bruce, in the Province of Ontario, he became a farmer. In 1882 he was elected to the House of Commons, and soon his distinctive qualities gave him a prominent position in that body. Mr. McNeill continued a member of the Canadian House of Commons until the last general elections, and during his career as a member of Parliament his strong personality and his Imperialistic sentiments and advocacy brought him prominently before the people of Canada.

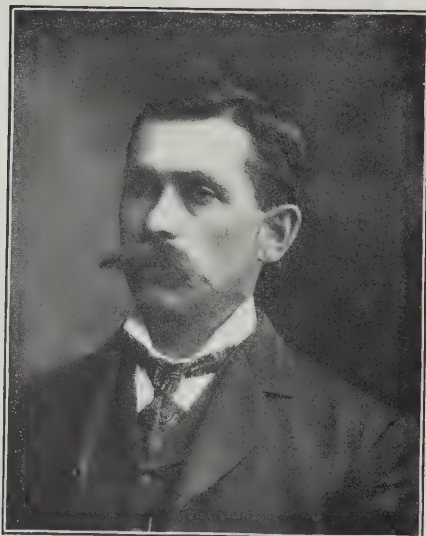
Mr. McNeill co-operated with Mr. D'Alton McCarthy in the formation of the Imperial Federation League in Canada, and was its first Vice-President. He is one of the Vice-Presidents of the British Empire League in Canada. In the House of Commons he was the first member to propose closer Imperial union. In 1892 he moved and carried the now famous resolution in favor of Inter-Imperial Preferen-



tial Trade. In 1896 he moved and carried by acclamation a resolution of the House promising armed assistance to the Mother Country in case of need. During the same session of Parliament he moved, "That it would be to the advantage of Canada and the Empire as a whole that a small duty (irrespective of any existing tariff) be levied by every member of the Empire upon foreign products imported by them, and that the proceeds from such duties be devoted to purposes of Imperial intercommunication and defence." This resolution, which embodies what is known as the Hoffmeyer scheme, was not submitted to a vote, the debate being adjourned.

In 1889, at the time of the agitation regarding the Jesuit Estates Act, passed by the Mercier Government of the Province of Quebec, he was one of the thirteen members of Parliament who voted for the disallowance of that Act. In 1896 he strenuously opposed any interference with the Manitoba Public School Act. A member of the Church of England he was a member of the Orange Order.

In 1872 he married Hester Law Howard, daughter of the late Forbes McNeill, Winkfield, Berkshire, England. By voice and pen Mr. McNeill has been one of the most strenuous apostles of the Imperial idea in Canada, and to his scholarly ability and tactful perseverance much of the favor that the movement for closer Imperial relations has met with among the students of our political position is due.



J. C. SIEMON, WIARTON, ONT.

A man who has done much for the development of his section of the Province of Ontario—the prosperous Bruce peninsula—is Mr. Jacob Charles Siemon, of Wiarton, Ont. Although his interests and responsibilities are large, he is still a young man, having been born on August, 1864, at Walkerton, the county town of Bruce. Mr. Siemon is of German descent. His father, with his grandfather, came from Germany at the age of eight, and married in Canada; his father, who was a farmer, located first in the Niagara peninsula, and later in Waterloo county. Subsequently he settled down on a farm near Walkerton, where the subject of this sketch was born, his mother having borne the maiden name of Anna Volz. Mr. Siemon first attended a district school in the township of Carrick, and later a public school at Walkerton. His schooling ended at the age of twelve, and shortly afterwards he was apprenticed to learn the trade of a carpenter. At the age of nineteen he started in for himself as a contractor, and in 1888 he removed to the town of Wiarton, where he had a contract to build a hotel. He formed a partnership with his brother-in-law, Christian Hill,

and under the firm name of Siemon & Hill they first carried on business as contractors and the manufacture of medium grade and general furniture. A large factory was built at Wiarton, and the partnership continued until 1895, when, on account of failing health, he bought out Mr. Hill's interests, took in with him his brothers and younger sister, as Siemon & Bros. Mfg. Co., and then went to Europe on an extended tour, and on returning purchased the William Young saw mill, the Wiarton Electric Light plant, and organized the Siemon Bros. Furniture Co. and the Siemon Bros. Table Co. In 1899 the firm was employing three hundred men on its various plants. In 1900 the firm sold all the above interests, including a tract of hardwood 5,000,000 feet in extent, to the Canada Furniture Manufacturers, Ltd. In 1899 the Wiarton Sugar Mfg. Co., Ltd., was started in a small way, but the Company, as then constituted, could not interest capitalists. In August, 1901, Mr. Siemon having become interested in the beet sugar industry during his travels in Europe, took hold of the Company and re-organized it under the name of the Wiarton Beet Sugar Manufacturing Co., and became its President. Through his efforts the stock was floated and capital obtained for the construction of a plant with a capacity of 700 tons daily. The Company is capitalized at half a million dollars, and since he became President, Mr. Siemon has given it his personal attention, with the most satisfactory results, in the autumn of 1902 the output commencing, having 3,500 acres of land under crop with sugar beets to draw upon for the first year's operations.

In religion Mr. Siemon is a Lutheran, and in politics a Conservative. He has been tendered nominations for the Mayoralty of his town and for Parliamentary honors. He is a member of the Wiarton Board of Trade, and is President of the Wiarton Real Estate & Building Co., which he organized, and which has erected a number of dwellings in the town. There are few Canadians who can show the same record of sound enterprise and energy as has Mr. Siemon in his comparatively brief career.

**REV. JOSHUA DYKE, B. D.,
FORT WILLIAM, ONT.**

The Mayor of the town of Fort William, one of the flourishing ports on Lake Superior, is Rev. Joshua Dyke, B.D., a retired clergyman.

Rev. Mr. Dyke was born at Wednesfield, Wolverhampton, Staffordshire, England, on September 15, 1849. His parents, John and Mary Dyke, were of Welsh origin, their ancestry for several generations back having won for themselves prominent positions in mercantile life.

The subject of this sketch was early destined to the church, and after a course of study in the public schools of his native town, he spent four years in preparation for the Methodist ministry and became a graduate in Divinity. The British Methodist Conference transferred him to Canada and he was ordained at Toronto in 1874. During the ensuing years he filled many calls, his principal stations in Ontario having been at London, Chatham, Bowmanville and Fort William, and in the Northwest, at Virden, Moosomin, Edmonton, Birtle and Winnipeg. Mr. Dyke is a ready and graceful speaker and his energy and ability secured for him prominent positions in the councils of the church, he having been Chairman of a District during the last ten years of his ministry. In 1898, however, he contracted a serious throat trouble through exposure and constant public speaking. After spending a year in the South of France and in Italy under the best medical care, he partially recovered and decided, with the consent of his Conference, to permanently retire from the active ministry and settle in Fort William.

Mr. Dyke has taken a leading part in the founding of the latter town, and in 1901 his fellow-citizens, recognizing his energy and business ability, elected him a member of their municipal council and he was chosen to be Chairman of the Board of Works. So satisfactory was the performance of his duties, and so fully did he demonstrate his ready grasp of detail and his ability to grapple with financial problems of great moment to the town that the electors showed their appreciation of his services by electing him by acclamation to the Mayor's chair in January 1902. Mr. Dyke is a great believer in municipal ownership, a principle which is beginning to make its way in a



large number of Canadian towns and cities. Fort William, of which he is the chief magistrate, has adopted the principle very largely and has established not only its own water-works system but also its own electric lighting plant and its own telephone system. It will thus be seen that the Mayor's chair in such a town is no sinecure and that a man of genuine business ability is the only fit custodian of its interests.

Mr. Dyke was a delegate to the Conference of the Board of Trade of all Canada, held in Toronto on June 4, 5 and 6, to discuss Imperial and Colonial questions prior to the departure of the Canadian representatives to take part in the Colonial Conference at London. In the important discussions which occurred he took a prominent part. In September, 1901, he was one of the few presented individually to the Duke and Duchess of Cornwall and York on their journey westward through Canada. He is a prominent member of the Independent Order of Oddfellows and of the Masonic fraternity. He has frequently been urged by his friends to take up some line of business, but his inclinations are strongly toward municipal and political life. He is also very active in charitable works. Mr. Dyke has been twice married, on the first occasion to Miss Bella Park, daughter of the late John Park, of London, Ontario. Six years after her death he married Miss Sophia Fox, daughter of Mr. John Fox of Chatham, by whom he has two sons and two daughters living.

DAVID PURVIS, NORTH BAY, ONT.



ASOUND, progressive business man who has played a prominent part in the development of the northern sections of Ontario, is Mr. David Purvis, of North Bay, in the District of Nipissing, President and Manager of the firm of Purvis Bros., importers and jobbers in hardware. Mr. Purvis was born on May 14th, 1845, in the township of Scarborough, County of York, Ontario. The father—Henry Purvis—came from the County of Tyrone, Ireland, in 1828, and took up farming in York County; his mother being also a native of Ireland.

The subject of this sketch was brought up on his father's farm, and attended the district and public schools of the section until he was fifteen years of age. For seven years longer he remained on the farm with his father, and at twenty-two started as a farmer for himself. In 1875, in association with his two brothers, he opened an agricultural implement warehouse in Barrie, Ont., and in the following year added a hardware stock. Until 1882 he continued to farm as well, but in that year decided to devote all his attention to his retail business at Barrie. In 1888 the firm started a branch store at North Bay, Ont., and the subject of this sketch removed there to take charge of it. There he has ever since resided. In 1890 another branch was established at the noted mining centre of Sudbury, with Mr. James Purvis, a brother, in charge at that point, and in 1892 the business was further extended with a branch at Webbwood, of which Mr. Charles Purvis, the son of Mr. David Purvis, is the manager.

The wholesale department and main offices of the firm are now situated at North Bay, and the subject of this sketch is general manager and buyer for the concern.

In addition to his extensive commercial interests, Mr. Purvis has always shown himself a public-spirited man, and has devoted a great deal of attention to the interests and affairs of the town of his choice.

He is in politics a member of the Liberal-Conservative party. From 1877 until 1882 he served as a member of the Town Council of Barrie, and on taking up his residence in North Bay, he at once applied himself to the development of the latter town. In 1891 he was elected to the Municipal Council of North Bay, and filled the office of Chairman of the Fire and Water Committee. In the previous year, 1890, when the general elections for the Ontario Legislature were held, Mr. Purvis was the candidate in the Conservative interest for the vast riding of Nipissing, which has since been divided for electoral purposes. He made a good run, but Government influence backing Mr. John Loughrin, ex-M.P.P., proved too strong for him. At present Mr. Purvis devotes much attention to educational interests. Since 1899 he has been a member of the Public School Board of North Bay, and is also a member of the High School Board. In the year 1894 he was elected Chairman of the Board of Trade of North Bay, and has been elected by acclamation every year since then up to the date of writing (1902).

He has devoted special attention to promoting the advantages of the town as a manufacturing centre. He has a strong belief in its future, and in its interests he has been the leader of several Board of Trade deputations which have laid the needs of North Bay before the Governments at Toronto and Ottawa. On the occasion of the ceremony of turning the first sod on the Temiskaming and Northern Ontario Railway, which took place on May 10th, 1902, he presided and acted as master of ceremonies.

ROBERT JAMES WATSON, BURK'S FALLS, ONT.



PROMINENT in the industrial life of New Ontario that is rapidly springing up consequent upon the railway development and settlement of what a short time ago was practically a wilderness known only to the prospector, lumberman and sportsman, Robert James Watson is a man of importance in the building up of the Dominion of Canada, whose future depends so much upon the reputation of the natural and agricultural resources of the fields, mines and forests, the enterprise and vigor with which the products are manufactured, and the skill with which the natural advantages of the country are utilized in the manufacture of not only the products of Canada but also of other countries which may supply the raw material. As Managing Director of the Magnetawan Farming and Electrical Company, at Burk's Falls, Ont., the subject of this sketch has displayed those qualities which tend to the making of Canada as one of the manufacturing countries of the world, as well as an agricultural country of illimitable resources and boundless possibilities. Born near the city of St. John, in the Province of New Brunswick, on the 23rd of February, 1846, Mr. Watson is the son of David Watson and his wife Mary Innis, both of Irish descent. His parents moving to the county of Evy, in the Province of Ontario, near Durham, when the subject of this sketch was a child, he attended the district schools and later the Hamilton Business College. At the age of twenty-two he began life on his own account, and went to Bracebridge, then a small backwoods village in the frontier

of Ontario civilization, and obtained employment in the lumbering business. As time went on he worked as a lumber jobber and in getting tanbark to the market. In 1880 he purchased an interest in the Beardmore tannery in Bracebridge, and was connected with that institution until 1890, when he disposed of his interests and transferred his operations to Huntsville, Ontario, where he superintended the building of the new tannery in that place. Upon its completion he became manager of the conduct thereof, and continued as such until 1895. In the year 1894, however, Mr. Watson had started the construction of the present plant of the tannery business, of which he is Managing Director, and in 1895 he organized the present company with a capital of \$100,000, beginning with a daily output of 100 sides, which has increased to 500, employing from 85 to 100 hands, the hides being obtained largely from South America. Devoted as Mr. Watson is to the management of his large and growing business, he is yet interested actively in public affairs, and served as a member of the Town Council of Burk's Falls for two years, and in the year 1890 was the nominee of the Liberal party for election to the House of Commons for Muskoka and Parry Sound Electoral District, but was unsuccessful by a minority of 103 votes. Mr. Watson organized the Liberal Association of Burk's Falls, and is a member of the Executive Committee of the Liberal Association of the Muskoka and Parry Sound Districts.

A Presbyterian, he is also a member of the Masonic Order, A.F. & A.M., and of the Independent Order of Foresters.

He was married at Bracebridge, 1874, to Caroline Scholey, and has six children.



JOHN BIRNIE, JR., K.C., COLLINGWOOD, ONT.

Prominent in the practice of his profession and in the political life of Western Ontario, distinguished as a specialist in Maritime Law and a practical yachtsman of mark, John Birnie, jr., B.C.L., LL.B., K.C., of Collingwood, Ontario, is a leading figure in the life and progress of the northwestern portions of Ontario. His father, grandfather and great-grandfather were Scotchmen and ship-builders on the Clyde. In 1827 his father came to Canada and settled in Collingwood in the early fifties. His mother, whose maiden name was Caroline Bell, born at Kingston, Ontario, was the daughter of William Charles Bell, of Surrey, England, who fought at Trafalgar as a midshipman on the vessel of his uncle, Commander Sir Charles Bell. Born at Collingwood, on the 22nd of November, 1862, he was educated at the Public and High Schools until the age of 16, when in 1878 he was articled as a clerk and student-at-law in the office of Blake, Kerr, Boyd & Cassels, Toronto. In 1882 he was called to the bar of Upper Canada, passing at the head of his class. In 1884 he graduated

from Trinity University, winning the silver medal and the degree of B.C.L. In 1886 he graduated from the University of Toronto with the degree of LL.B. Mr. Birnie, after being called to the bar, began the practice of his profession at Collingwood, making a feature of Admiralty and Maritime Law, particularly as it may apply to inland navigation, and occupies a unique prominence in that branch of his profession, being at present engaged in the compilation of a work on Admiralty Law. In the celebrated case of Jennie Wonch, charged with the murder of her mother and child, he acted for the defence, and was the first counsel to call a prisoner as a witness in her own behalf under the Dominion Evidence Act.

Mr. Birnie is an ardent yachtsman and his yacht the *Lallah Rookh* is well known on the lakes. He organized and consolidated all the yacht clubs on Georgian Bay as the Georgian Bay Yacht Club and served as the first Commodore of the fleet. He is also a member of the Royal Canadian Yacht Club of Toronto.

In politics he was President of the Collingwood Reform Association and President of the Young Men's Liberal Association which he organized and at present is President of the West Simcoe County Liberal Association and a member of the Executive of the North Simcoe Liberal Association.

In both Dominion and Provincial campaigns Mr. Birnie is an active and eloquent advocate of the cause of Liberalism in Western Ontario. In 1899 he was appointed a K.C. by the Ontario Government. In 1887 he made an investigation and report with Captain Scott, R.N., on the sinking of the *Asia* in Lake Huron in the same year.

Mr. Birnie is solicitor for the town of Collingwood, for the Bank of Montreal and for the Provincial Building and Loan Association.

Interested in military affairs, he took a course at Kingston Military School and was for a number of years Lieutenant of the Collingwood Battery of Garrison Artillery.

In 1884 he married Annie L., youngest daughter of the Rev. Edwin Clement, of Toronto, and has three children.

F. F. TELFER, COLLINGWOOD, ONT.



ONE of the best known business men in the Province of Ontario is Mr. Frank Foster Telfer, of Collingwood, the head of many large commercial interests in that growing and important centre of what will become the great trade of the Georgian Bay region. Mr. Telfer, like so many successful Ontario business men, is of Scottish descent, but is nevertheless a native-born Canadian. He was born on March 28th, 1853, at Summerville, Ontario. His father, Mr. Hall Telfer, had come to Canada from Scotland, and in 1855, when the subject of this sketch was but a few years old, he established himself in the promising little town of Collingwood, where he established a retail business which shortly developed into a large wholesale establishment. In 1855 the elder Telfer also commenced the manufacture of biscuit on a small scale, an enterprise that has steadily grown to its present large dimensions under the management of his sons.

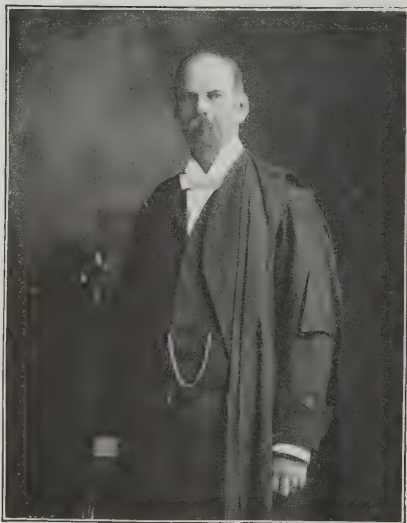
The subject of this sketch was educated at the public schools and at the collegiate institute of the town of Collingwood, and received a sound rudimentary education. At the age of fifteen he left school and began work in the business establishment of his father, with which he has ever since been identified. In 1876, in company with his brother, Mr. Herbert Telfer, he purchased his father's business interests, and the firm of Telfer Bros. was founded. In addition to the large manufacturing plant at Collingwood, the firm has established branches at Winnipeg, Manitoba, and at Vancouver, B.C. The Collingwood plant is utilized to cover the extensive trade of the firm in Ontario and Quebec, while a large connection has been built up by the western branches.

The interests of Mr. Telfer are by no means confined to the business enterprises already

indicated, although the name of Telfer has been identified with them for nearly half a century. Some years ago the attention of Canadian business men began to be directed towards organizing the meat industry which has since grown to large proportions. Mr. Telfer was one of the earliest to recognize the possibilities of the trade, and was one of those who organized the Collingwood Meat Company. On its establishment he was made Secretary-Treasurer of the enterprise, which includes abattoir and cold storage facilities, and has a large packing house at Collingwood. It is devoted exclusively to handling pork, and employs 125 men. The export business has grown largely of late years, and Messrs. Bamfield Bros., of Liverpool and London, are representatives of the company in Great Britain. The boon of such an exporting enterprise to the farmers of the district could hardly be overestimated.

In addition, Mr. F. F. Telfer and his brother have large commercial interests at Clarksburg, Ontario, where they conduct the Ontario Blanket Company, a flourishing concern, and the Clarksburg Mercantile Company, which does a general distributing business of large dimensions. For some years they operated a private bank and flour mill at Clarksburg, but sold these interests in 1900; at Collingwood they also operate a broom factory.

Mr. Telfer has also taken a keen interest in public affairs, and is a Conservative in politics, having filled the post of President of the North Simcoe Conservative Association. He served six years in the Municipal Council of Collingwood, and was Mayor for three consecutive years, 1891-2-3. He is a member of the Collegiate Institute Board, and of the Board of Trade. In 1876 he married Miss Mary Baker, of St. Catharines, and has three children, Mr. F. Huntley Telfer, manager for Telfer Bros., at Winnipeg; Miss Rosamund Telfer, and Mr. Ralph Telfer.



HENRY HATTON STRATHY, K.C.
BARRIE, ONT.

Among the men who in the professional and business life of Canada are prominent in the up-building of the towns and districts where they happen to reside and carry on their life's work, and thereby are factors in the up-building of the Dominion of Canada at large, is Henry Hatton Strathy, barrister-at-law of the town of Barrie, in the County of Simcoe, in the Province of Ontario. A member of the well-known Canadian family of Strathy, he is a son of the late John Strathy of the city of Toronto, a barrister of Scottish blood, and his wife Susan E. Gowan, daughter of the late H. H. Gowan, and sister of Honorable Senator Gowan, C.M.G., so well and favourably known in Canadian public life. He was born on the 8th of December in the year 1848. Educated at private and the Barrie Grammar School until the age of sixteen, he began the study of law under articles to the late Honorable Sir Matthew Crooks Cameron in the city of Toronto, and was called to the Bar of Upper Canada in the year 1869. Returning to his native town he became associated in partnership with the late Judge W. D. Ardagh and the present Judge J. A. Ardagh in the practice

of his profession. Interested in the Volunteer movement then so widespread throughout Canada, he, when a student-at-law, attended the Military College at Toronto in the year 1867 and successfully obtained a military certificate of qualification as Captain. Successful in his profession, he was created a Queen's Counsel by the Marquis of Lansdowne in 1885, and as a tribute to his professional attainments and standing at the bar he has on three occasions been elected a Benchler of the Law Society of Upper Canada, which position he has held since 1891, and has also held the office of President of the County of Simcoe Law Association for over 15 years. A Liberal-Conservative in politics he is President of the Barrie Liberal-Conservative Association and Vice-President of the North Simcoe Liberal-Conservative Association, and has more than once been tendered nomination by his party as a candidate for the Provincial Legislature and the House of Commons but declined. The firm of Strathy & Esten in the town of Barrie, of which Mr. Strathy is senior member, are solicitors for the Bank of Toronto, the Barrie Tanning Company, and several townships in that county. The subject of this sketch is a Director and Treasurer of the British Columbia Lumber Co., which has \$1,000,000 capital and immense timber limits on Vancouver Island and elsewhere in the Province of British Columbia. Their productive capacity is estimated at 4,000,000,000 feet. The Company's mill is at Sidney, British Columbia. Mr. Strathy also successfully organized the Barrie Gas Co. and until the sale of his interests was a member of the Board of Directors of that Company. At present he is President of the Barrie Wicker Works Company, manufacturers of all kinds of wicker-work.

A member of the Church of England, he is President of the Children's Aid Society of the town of Barrie, for the County of Simcoe, and Director and Solicitor of the Royal Victoria Hospital of the same town.

He was married in 1878 to Marian Isabella, daughter of Rev. S. B. Ardagh, the first rector of Barrie. His only son, Gerard B. Strathy, is an honor graduate of Trinity University 1900, and a student-at-law at the Law School in the city of Toronto.

WALTER LOCKWOOD HAIGHT
PARRY SOUND, ONT.

As the Puritan stock of New England has impregnated the religious, social and political life of the United States of America with a virile strain that has dominated the enervating influences of wealth and indiscriminate immigration and has regulated and controlled the almost bewildering development of a mixed people in that land, so in Canada has an offshoot from the same stock, driven to her shores through stress of political and religious persecution following the conclusion of the Revolutionary War, lent vigor and fibre to the growth and development of the less complex but harder life within her borders.

From such ancestry, loyal Americans and Quakers, is sprung the subject of this sketch. His father, Canniff Haight, Esq., a member of the United Empire Loyalists' Society, is well known as the author of "Country Life in Canada Fifty Years Ago" (1885), and of many articles and brochures on the early history of the settlers of Upper Canada, and the struggles and difficulties of the United Empire Loyalists, works that are foundation stones of Canadian history, and which have been extensively used and quoted by Dr. Egerton Ryerson and William Canniff in their more ambitious books on the same subjects. Mr. Haight was born at Picton, in Prince Edward County, July 23rd, 1860. Educated at the public schools of his native town, at the Toronto Model School and at Upper Canada College, he matriculated as a student-at-law. During his student days in the Osgoode Literary and Legal Society, of which he was Secretary and subsequently a Vice-President, he displayed a talent for debate that was the precursor of his later successful career as a forceful public speaker on the political platform and as a convincing counsel in the forum of the law.

With the pioneer spirit of his ancestors within him, Mr. Haight began the practice of his profession in the Parry Sound District when it was comparatively a wilderness and he its first lawyer. He has lived to see several Judicial Districts carved out of this northern part of the Province, and has been privileged to take the Crown business at the first sittings of the Courts of Assize in his own and the neighboring District of Nipissing. He has figured also as counsel in almost every case of importance arising in his district, and is looked upon as an authority in lumbering and maritime cases.

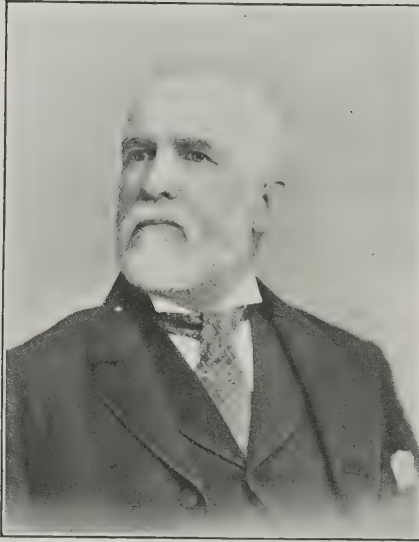
Closely identified with the Conservative



party, having been President of the Conservative Association of Parry Sound for several years and one of the most eloquent advocates of its policy, he, upon his acceptance of the offices of Crown Attorney and Clerk of the Peace for the District of Parry Sound, retired from active participancy in politics to the regret of his party and friends throughout the riding, who had repeatedly endeavored to induce him to enter political life as a candidate for Parliamentary honors, and which financial and family reasons had prevented his accepting.

His tastes are literary and artistic, and his knowledge and love of the Georgian Bay Islands have enabled him on several occasions to ward off attacks threatening destruction to their natural beauty. Indeed the deep-rooted attachment to the beauty of this wondrously beautiful region has proved the dominating feature of his life and has led him to turn a deaf ear to many offers looking to his removal to larger and more wealthy centres.

Married first to Louise M. Schofield, daughter of Captain George Schofield, at Niagara, July 13th, 1883, his second marriage was with Helen MacKay, daughter of the late Hugh MacKay, Crown Lands Agent and Collector of Customs at Parry Sound, on the 1st of March, 1899. By his first marriage there is a family of four boys and two girls. A member of the Church of England, Mr. Haight is yet young in years and a forceful factor in the life of New Ontario so rapidly assuming commercial and political importance.



JUDGE McCURRY, PARRY SOUND, ONT.

Prominent among those who have contributed to the building up of those Northwest sections of the Province of Ontario which are just now coming into prominence, has been Mr. Patrick McCurry, Judge of the district of Parry Sound.

Born at Belfast, Ireland, in 1838, he removed at an early age to Canada and received his education at St. Michael's College, the leading Catholic educational institution of Toronto. He decided to make law his career and entered on a course of study in the office of the late H. Eccles, Q.C., of Toronto, where he remained from 1855 to 1860.

In 1861 he established a law practice in Guelph, Ontario, where he remained for a period of ten years. In 1861, while still a young man he was appointed Stipendiary Magistrate, Judge of the Division Court and Registrar for the district of Parry Sound, necessitating his removal to the town which bears the name. He at once threw himself, heart and soul, into the organization and development of

the new districts. As Stipendiary Magistrate he directed and carried on the efficient municipal organizations of the district township of Parry Sound and took an active part in their formation and initial working. When in the year 1898 the first judicial district of Parry Sound was formed he was found to be the man above all others most suitable to fill the office of district Judge, a post in which is combined that of local Judge of the High Court of Ontario. Among the notable services which he has rendered to the district in which he is so prominent a figure, were his efforts in the direction of railway development. He was the first and chief promoter of the Parry Sound Colonization Railway from Parry Sound to the main line of the G. T. R. at Scotia and until the amalgamation of that road with the Canada Atlantic System, was President of the Company. The possibilities of the route which he pressed forward are just beginning to be recognized by the Canadian people. By the amalgamation with the Canada Atlantic, Parry Sound has obtained direct communication with Ottawa and the eastern cities. By a recent affiliation with the New York Central system, Parry Sound becomes a terminal point in a direct line to New York. The great grain elevators at Depot Harbor, near Parry Sound, already point to the coming importance of Parry Sound as a lake port. There are many who predict that it will become a flourishing city ere many years have gone by, and it is to Judge McCurry as much as to anyone else that these splendid prospects are in a way to be realized.

Judge McCurry is a Catholic in religion and was married in 1864 to Miss Emily Foley, daughter of the Honorable M. H. Foley, of Guelph. His sons are J. H. McCurry, barrister of British Columbia, H. J. McCurry of Preston, Ontario, and Mrs. J. I. Clarkson and Misses Mary Emily and Constance P. McCurry of Parry Sound.

**HIS WORSHIP J. D. SHIER,
BRACEBRIDGE, ONT.**

One of the most progressive and well-known business men of Northern Ontario is Mr. James Dawson Shier, Mayor of Bracebridge, Muskoka, the head of the great lumber interests which bear his name.

Mr. Shier was born on July 10th, 1845, on a farm in the township of Brock, Ontario. He received an elementary education in the public schools of the district and remained on the home farm until he was 25 years of age. Then his ambitions and his energies impelled him to seek his fortunes in a wider field. He had no money to start with, but such a deficiency means little to a man with willing hands and active brain. His start in the lumber industry was thus made at the bottom of the ladder. He went into the camps in winter and worked on the drives in summer for four years when he was in a position to start a small shingle industry at Washago. Subsequently he removed to Severn Bridge where he remained for four years building up a comfortable business in the manufacture of shingles. Finally he had so increased his capital that he was able to go to Bracebridge and buy out the old sawmills there, which thus became the foundation of his present vast business. Under his shrewd and progressive guidance a great industry has been created at Bracebridge in general lumbering and milling, manufacturing timber in all its branches. The factory is of large dimensions and Mr. Shier was the first manufacturer in Canada to put in a double-cutting band mill, which enabled him to vastly increase his output. In 30 years the young man who went into the camps as a humble worker has been transformed into a great exporter. The Shier mills sell and ship to all the Canadian and American markets and have an annual output of from 15 to 20 million feet of timber. In addition to the plant at Bracebridge, the firm have several smaller mills in other localities stocked and getting out timber.

Bracebridge has Mr. Shier to thank for the successful promotion of several large industries, notably the Hess Furniture Company, as well as a foundry and linen factory.

As will be seen from the above brief sketch of his business history, Mr. Shier is a man of



progress of the best type. He might be described as a sound, industrious, energetic, level-headed business man. Nor have his energies been expended wholly on the building of his own fortunes. To the town of Bracebridge he has freely given his services in building it up. He has sat in the Town Council for upwards of ten years and has shown the same energy in the management of municipal affairs as in the conduct of his own private business. In a large measure it was due to his efforts that the electric lighting, waterworks and other modern civic improvements were installed. An interesting fact of his family history indicating that he comes by his energy honestly, is that his father, Philip Shier, during the rebellion of 1837 raised a company of 100 men in the township of Brock and started for Toronto, but found the rebellion over when he got there.

In religion Mr. Shier is a Free Methodist and comes of a family who have been Methodists for generations. He has shown great activity in church work, both as Superintendent of the Sabbath School and as class leader. On March 12th, 1878, he was married to Miss Elizabeth Jackson, daughter of Mr. James H. Jackson, of Severn Bridge, by whom he has had five children. William Herbert and James Kenneth, his two eldest sons, are in the offices of the firm. Three other children, Milton Dawson, Alfred Roy and Mary Olive are still at school. Recently the business was re-organized and his eldest son taken in as partner.



W. H. BENNETT, M.P., MIDLAND, ONT.

William Humphrey Bennett, member of Parliament for East Simcoe, was born in the town of Barrie, on December 23rd, 1859. His father was Humphrey Bennett, of Irish descent, and his mother, Annie Fraser, Scotch. He was educated at the public and the high schools, and was called to the bar in 1881, since when he has been engaged in the practice of his profession. Mr. Bennett was Reeve of Midland for several years from 1886. In 1891 he was brought out by the Conservative party as its nominee in East Simcoe for Parliament. In this contest Mr. Bennett failed, but was returned in the bye-election of the following year, defeating Mr. P. H. Spohn, Liberal. In 1896 Mr. Bennett again carried the day, defeating Mr. H. H. Cook, but was unseated on petition. In 1897, on a bye-election, he again gained the endorsement of his constituency, his opponent being again Mr. Cook, and he was re-elected at the general election of 1900, defeating Mr. Geochev. Mr. Bennett is a member of the Executive Committee of the Liberal-Conservative Union of Ontario. In 1895 he had the honor of proposing the address in the House of Commons in reply to the Speech from the Throne. He is a ready debater and has proven

in Opposition one of the most useful members of the party to which he belongs. He has taken part in every debate of consequence since coming into the Commons.

Mr. Bennett has done effective work for his party, not only in Federal, but in contests for the Legislative Assembly, and has been heard on the platform in many Ontario ridings, to the acceptance of his friends. He is a thorough believer in the principles of the Conservative party, but felt it his duty in 1896 to vote against his leaders on the Remedial Bill introduced by Sir Charles Tupper to force the Manitoba Government into reopening the separate schools of that Province. In the step he took on that occasion Mr. Bennett felt that he was voicing the sentiments of his own constituents. That Mr. Bennett was not mistaken in this gauging of public opinion in East Simcoe was proven in his return at the general election of the same year. He has taken a leading part in the consideration of the question of transportation, and on the 14th of February, 1900, proposed in the House a resolution which gave rise to a most profitable discussion of that important problem. Mr. Bennett's resolution was in the following terms: "That in the opinion of this House the time has arrived when a fixed and definite line of action should be undertaken on the question of the transportation of the grain and other commodities of the Northwest, Manitoba and the Western States, with a view to centring the same to the greatest possible extent in Canadian channels." The ground Mr. Bennett took on that occasion was that the Government, before spending more money on this scheme, should first determine its general policy on the matter of transportation, determine which is the best plan for Canada to adopt, and then press that to success with all possible despatch. As an Oppositionist since 1896 the member for East Simcoe has exercised to the full his prerogative to criticise whatever in the Government's policy seemed to him ill-advised or wrong. He has asserted over and over again that the Liberal party's record is a record of broken pledges. He condemned the Administration for its Yukon railway contract with Messrs. Mackenzie & Mann, and joined with those on his side of the Chamber in demanding an investigation into the conduct of the Government officials in the Yukon. He voted with his new leader, Mr. R. L. Borden, of Halifax, that the interest of this country requires a policy of adequate protection and encouragement at all times to the laboring, the agricultural, the manufacturing, the mining and other industries of Canada. Mr. Bennett is unmarried.

WILLIAM DOHERTY, CLINTON

Distinguished for the strength of character which has contributed to his success as one of the most important manufacturers in Canada, William Doherty, head of the firm of W. Doherty & Co., Clinton, Ont., manufacturers of the famous "Doherty Organ," was born on the 21st day of March, 1841, near Bradford, Ontario. His father was a native of Wexford, Ireland, and as an early settler and loyalist, he saw active service in the short campaign to quell the insurrection of 1837, receiving as a reward a hundred acres of land in St. Vincent township, in Grey County, where, after making a clearing, he removed his wife and family. Mr. Doherty's mother was a Scotchwoman of Covenanter descent, born in Glasgow, and now hale and hearty in her ninety-second year.

On the backwoods farm mentioned the subject of this sketch remained until he was sixteen years of age, and in the beautiful life of field and forest laid the foundation of his rugged constitution and acquired a practical and useful knowledge of native woods. In 1856 his father, attracted by the gold discoveries, left for Australia, and the mother and family removed to Claude, in the county of Peel, where Mr. Doherty worked upon a farm by day and pursued his school studies by night, devoting his earnings to the support of his mother. Here he began the study of music, which, with a natural taste therefor, was an event fraught with importance to him in after life.

Going to Petrolia at the time of the oil excitement, he remained there for three years, and in 1868 came to Clinton and established a furniture and music store, with a capital of less than \$1,000. The business increasing rapidly, he commenced the manufacture of organs, employing only one man. In 1876 he built a small shop and employed eight men, renting power and doing case work in the town planing mill. During the first two years he lost money in the retail department of his business and for the future determined to sell only to the trade, and from that time his business prospered exceedingly. In 1879 he built and furnished with machinery his factory No. 2, which



enabled him to manufacture one hundred organs per month. In a few years, by enterprising business methods, a large market for the Doherty Organ was opened up throughout the civilized world, and, to meet this greater demand a large three-story building was erected, with a capacity of two to three hundred organs per month. In 1897 another large addition was built between factories No. 2 and No. 3, and extensive improvements made as to machinery equipment. In 1898 the entire plant was destroyed by fire; but, with his characteristic indomitable pluck, Mr. Doherty faced the difficulties of the situation, and in the marvellous short time of three months completed his present model organ factories.

The entire plant is organized on the most up-to-date basis and with the finest improved labor-saving machinery in use throughout, and yet, with a producing capacity of four hundred organs per month, it has proved itself insufficient to meet the ever-increasing demand for the Doherty Organ.

Mr. Doherty was Mayor of Clinton for three years; is a Methodist, and was for thirty years a Choirmaster.

In 1870 he married Aggie, daughter of Peter Depew, at Clinton. His family consists of six boys and six girls.



JOHN RANSFORD, CLINTON, ONT.

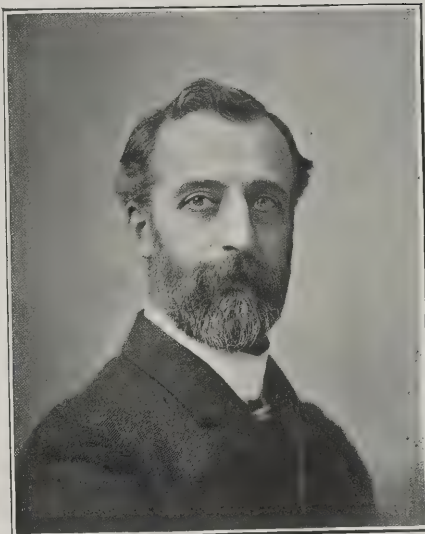
Prominent in the business and social life of Western Ontario, and a leading spirit in an industry which has been a source of much benefit to Canada, John Ransford, of Clinton, Ont., is an Englishman who, by his adoption of Canada as his home, has been a factor in its progress. His father, Henry Ransford, born in 1804, at an early age went to Jamaica on account of his health, where he engaged in the sugar industry for ten years. In 1828 he came to Canada, and was one of the pioneer settlers of Huron county, Ontario, and was the first treasurer of that county, serving from 1836 to 1846. Returning to London, England, in the latter year, he became associated with and later the purchaser of the business and mills of Orlando Jones & Co., starch manufacturers, which he continued until 1866, when he retired and lived at Brighton till his death, which took place in 1893. John Ransford, his son, and the subject of this sketch, was born the 22nd of October, 1848, in Cheyne Row, Chelsea, London, England. His mother, the wife of the said late Henry Ransford, was a Miss Richardson, whose mother was a daughter of Robert Bolton, of Savannah, Georgia, in the United States. Educated at private schools, at King's

College, London, and at Paris, France, until sixteen, John Ransford in 1866 became a clerk in the Bombay shipping firm of Nixon & Killick, of Manchester, England, and in the following year entered the employ of F. W. Grafton & Co., a large calico printing establishment at Manchester, with whom he remained until 1868. In 1866 and 1867 his brother, Richard, had been experimenting in oil wells in Huron county, Ontario, and put down the second oil well in the now celebrated salt beds. In 1868 the subject of this sketch came to Canada and joined his brother, and soon began the manufacture of salt. In 1895 with his brother Richard, under the firm name of R. & J. Ransford, he bought and leased other manufacturing plants at Goderich, Brussels and Courtright, in Ontario, and entered into buying and selling the products of other salt blocks, making a special salt for curing and preparing the meats of Canada, under the name of the Ransford Meat Curing Salt, successfully replacing the imported article, and also manufacturing dairy and table salt, under the name of "Rice's." Some idea of the enormous business conducted by the firm may be had from the fact that in 1902 the output was 180,000 barrels, and the employes numbered 150 men. The firm of R. & J. Ransford is a member of the Canadian Manufacturers' Association. The subject of this sketch is a member of the Toronto Board of Trade, and was the representative of the Clinton Board of Trade at the convention in Toronto in 1902; is a Director of the Clinton Cold Storage and Pork Packing Company, a member of the Clinton High School Board for several years, a Conservative in politics, and an active member of the Church of England, being one of the executive committee of the Diocese of Huron for many years. He is likewise, being thorough in everything he undertakes, a most enthusiastic bowler, having been President of the Clinton Lawn Bowling Club for several years, and was mainly instrumental in raising that club from a comparatively obscure position to one of efficiency and prominence. He resides at Stapleton, about one mile east of Clinton, originally built by his father in 1830, which is one of the oldest, if not the oldest, residence in the county of Huron, romantically situated on the banks of the river Bayfield, surrounded by its own grounds of 500 acres.

Married in 1874 to Kate, daughter of Andrew J. Bache, of Plainfield, New Jersey. Of his three children, Harold Bolton is in the employ of the G.T.R., Henry is teller in the Dominion Bank, Wingham, Ont., and Melville Gifford is attending school.

ROBERT HOLMES, M.P., CLINTON, ONT.

Of that class which of late years has come into marked prominence in the political life of Canada, the journalist or newspaper man, Robert Holmes, of Clinton, in the Province of Ontario, Editor and Proprietor of the *New Era* of Clinton, Ontario, has attained unusual distinction not only as a journalist but as a public speaker on the political platform and as an important member of the Dominion House of Commons. Born in the city of St. Catharines in the Province of Ontario, on the 14th of September, 1853, he is the son of Edmund Holmes, an English printer who came to Canada in 1833, and for years made St. Catharines his home, and his wife, Mary Watson, also of English birth. The father and elder brother of the subject of this sketch were the founders of the *Brantford Courier*, of Brantford, Ontario. In 1865 his father removed to Clinton and established the newspaper now owned and conducted by his son, Robert Holmes, and called the *New Era*. The paper was sold later by the father of Mr. Holmes, but after a few years was re-purchased. Upon the removal of his parents to the city of Hamilton, Ontario, where his father was foreman of the *Times*, he attended the public schools of that town until the age of 12. When his father purchased the *New Era* and took up his residence in Clinton, he began to learn the trade of a printer and compositor and has been an active newspaper man ever since. Working in job and newspaper printing offices in St. Catharines and other cities for a number of years, he in 1885 bought an interest in the Clinton *New Era*, and has since made Clinton his home. Actively interested in municipal and educational affairs, he was elected Mayor of Clinton for four years and for six years a member of the Clinton School Board. A strong and active Liberal and a powerful speaker and writer he has been a forceful factor in the political campaigns of Huron County since 1885. Possessing the confidence of his party and personally a strong candidate, he was elected to the House of Commons for West Huron at a bye-election



in February 21st, 1899, and was re-elected at the general elections in 1900 for the same constituency. In the House of Commons he is a member of the Railway Committee, of the Committee on Banking and Commerce and of the Joint Committee on Printing. Mr. Holmes has been a member of the Canadian Press Association for a number of years, and was President thereof in 1897, a member of the Executive Committee for a year.

A Methodist and a member of the Independent Order of Oddfellows, Mr. Holmes was married in the year 1877 to Emma L., daughter of Mr. Edward L. Leavenworth, at the city of St. Catharines and has a family of six girls and two boys. But not alone as a member of Parliament and a man interested in political questions affecting the country at large, or as the editor and publisher of a progressive and influential weekly newspaper is the subject of this sketch of consequence in the district in which he lives and works. In social and benevolent work, in local enterprise and municipal improvement, Mr. Holmes with his opportunities is a leading and a loyal citizen.



THOMAS DIXON, WALKERTON, ONT.

Mr. Thomas Dixon, Walkerton, is a well-known barrister in Western Ontario. Mr. Dixon was born on 12th November, 1843, in Trafalgar township, Halton county, where his father, a native of the parish of Rothbury, Northumberland county, England, had settled in 1820, coming to Canada in 1816. His mother, Jane Bell, was a daughter of Mr. John Bell, of Nelson township, of Galloway-Scotch-Irish descent, from Clones, in Fermanagh county.

The subject of this sketch attended the common and grammar schools in Milton, and matriculated at the Toronto University in 1862, when he decided to study law, and was articulated to the late Gilbert Tice Bastedo, a prominent lawyer of Milton, and later was attached to the office of Patterson, Beatty & Hamilton, of Toronto. Mr. Dixon was called to the bar at Osgoode Hall in May, 1867, and returning to Milton, entered into partnership with Mr. Bastedo, under the firm name of Bastedo & Dixon. Upon the death of the senior partner in 1868, Mr. Dixon joined forces with Mr. T.

G. Matheson, and the firm name was Dixon & Matheson. In April, 1870, Mr. Dixon decided to try a newer part of the country, and moved to Durham, in Grey county, where he practised law alone until December, 1872, when he removed to Walkerton, and entered into partnership with Alexander Shaw, K.C., under the firm name of Shaw & Dixon, with whom he remained until he was appointed County Attorney in March, 1875, in which capacity he has served ever since. In his student days Mr. Dixon took an interest in military matters, and joined No. 5 Company of the Q.O.R., and was sent to the front during the Fenian raid of 1866. It is to be remembered that it was this company that formed the advance guard at the historic encounter at Ridgeway, and whose ensign, Mr. McEachern, was shot early in the engagement. Mr. Dixon was the odd file of the company, and fired the first shot in reply to the attack of the enemy. He received a Fenian raid's medal of 1866, and a certificate for 160 acres of New Ontario land, and is a member of the Association of Veterans of '66. In Walkerton he is a member of the High School Board since 1886, and is now and for several former years has been Chairman of the Board. He is Recording Steward of the Methodist Church, of which he is a highly respected member, and has on several occasions been elected a Delegate to the annual Conference of the church, although the exacting duties of his office have prevented his regular attendance as such.

Mr. Dixon in July, 1876, married Miss Mary McKay, an honor graduate of Alexandra College, Belleville. His family consists of five sons and one daughter, including Dr. Ivan Dixon, M.B., Toronto, 1901; Walton Vermilyea Dixon, a graduate of the Philadelphia Dental College, 1902, and now a student in the Toronto Dental College. The other children are at school.

DR. STEWART, CHESLEY, ONT.

A popular, progressive and widely known public man of the County of Bruce is John Marks Stewart, M.D., of Chesley, Ontario, who, though he is engaged in the practice of medicine, has also devoted himself to the general progress of the district in which he resides. Dr. Stewart was born near Kingston, Ontario, on November 5th, 1858, and is a son of Robert Stewart, a mechanical engineer by profession, who came to Canada from Glasgow, Scotland, more than half a century ago. His mother, Agnes Brash, was also a native of Scotland. Young Stewart first attended the public and grade school of Portsmouth, and at 12 years he was sent to Kingston Collegiate Institute where he pursued his studies until the age of 18. He then entered the Royal Medical College at Kingston, Ontario, graduating in the year 1880 with the degree of M.D. He was the Honor man of his class. Before commencing to practise he decided to look about and select a suitable field and for this purpose visited a large number of towns in Ontario. In the autumn of 1880 he decided to locate at Chesley, then a town of about 700 inhabitants with two physicians to minister to its needs. Having made it his home he has continued in practice there ever since. Dr. Stewart speedily began to interest himself in public affairs and proved just the man that such a growing community needed to further its affairs. He served in the Municipal Council of the town for a period of 16 years, and for five years was Reeve of Chesley. He also served as Public Health Officer there for a term of ten years. From the outset he was a staunch Liberal and of late years has played a very prominent part in the party organization of his section. For years he was President of the Liberal Association of Centre Bruce, and at the general election for the Ontario Legislature in June, 1902, he was chosen as the party candidate in support of the Premier of Ontario, Honorable G. W. Ross. After a very hotly-contested campaign, Dr. Stewart was defeated by the Liberal-Conservative candidate, Major Hugh Clarke, of Kincardine, a native of the



riding with very wide private connections. Major Clarke's majority was only five, however, and his election was speedily protested.

Chesley knows Dr. Stewart for an energetic and practical business man. While in the Municipal Council he fought and finally secured, after years of opposition, the construction of a system of macadamized streets in Chesley, with the result that it is now known as one of the best paved towns in Canada. He helped to organize and was long a Director of the Chesley Chair Manufacturing Co., and is also interested in the Sun Portland Cement Co. of Owen Sound. He has served as a member of the Ontario Medical Council and is prominent in the medical associations of Bruce and Grey. Dr. Stewart is a member of the Masonic Order, the Independent Order of Foresters, the Sons of Scotland and the Independent Order of Oddfellows. In the latter organization he has served as District Deputy Grand Master. In religion he is a Presbyterian, and one of the Managers of Geneva Church, Chesley.

In 1886 he married Sarah Downing, daughter of Mr. James A. Downing, Kingston, and has five children, three sons and two daughters.



ALEXANDER G. MacKAY, M.A., K.C., M.P.P.
OWEN SOUND, ONT.

Born in the town of Sydenham, in the county of Grey, in the Province of Ontario, on the 7th of March, 1860, the son of Hugh MacKay, a Scotchman who came to Canada in 1854 and Catherine McInnis, his wife, a native of Islay, Scotland, Alexander Grant MacKay, the subject of this sketch, was educated at the public School of Sydenham and the High School of Owen Sound. While attending the Collegiate Institute of Owen Sound he worked at various employments during the summer months and secured a third-class non-professional teacher's certificate. He then taught district schools during the school years 1877-1878-1879 and worked as a farm laborer during the summer. Entering the High School of Mount Forest in 1880, he passed the first year's examination of Toronto University in the same year and became an undergraduate of that University in the fall of 1880 and graduated as a Bachelor of Arts in 1883. In 1885 he took the degree of Master of Arts, having taught school during vacations and paid his own way through college. Appointed principal of the High School of Port Rowan, Ontario, in 1883, he held that position until 1887. Becoming articled to the

late Alfred Frost, Crown Attorney, in Owen Sound, he entered upon the study of law and was called to the bar of Ontario in May, 1891, when he entered into partnership with Mr. Frost which continued until the death of the latter in 1893. In the year 1894 he was appointed Crown Attorney for the county of Grey and entered into partnership with W. J. Hatton, which continued until 1898, when the firm dissolved and H. E. Sampson became his partner under the firm name of MacKay & Sampson. In June, 1901, Mr. MacKay resigned his position as Crown Attorney and accepted the Liberal nomination for the local Legislature of Ontario for North Grey and in the general elections of May, 1902, defeated the sitting member, George M. Boyd. A protest being entered, Mr. MacKay was unseated, and a new election following, he, after one of the hottest election campaigns ever conducted in the Dominion, was victorious by a very largely increased majority. Mr. MacKay is the second Liberal member of the Ontario Legislature elected for North Grey since Confederation. From the years 1888 to 1894 he had been strenuously active in the organization of the Liberal party in North Grey and a frequent advocate of Liberal principles on the platform and as a result he was successful in the contest of 1902. In the year 1902 he was made a King's Counsel as a tribute to his high standing at the bar. Mr. MacKay is Solicitor for the county of Grey, the town of Owen Sound, the Imperial Cement Company and several other large business interests in the town of Owen Sound. He is also a Director of the Imperial Cement Company, with a capital of \$500,000 and producing three hundred barrels of cement per day, and President of the Owen Sound Dredging and Construction Company, operating the dredge now at Midland. Mr. MacKay is actively interested in the Canadian Militia and is a Captain of the 31st Regiment, is a member of the Masonic Order A.F. & A.M., of the I.O.O.F., of the I.O.F., of the Sons of Scotland and of the Royal Arcanum and was President of the Young Men's Liberal Association from 1890 to 1894, Secretary of the North Grey Reform Association from 1888 to 1894 and a member of the Owen Sound Board of Education for six years. He takes an active interest in agricultural affairs and has been Secretary-Treasurer of the North Grey Agricultural Society for the past ten years.

HORACE B. SMITH, OWEN SOUND, ONT.



PROMINENTLY connected with the North American Bent Chair Company, Limited, of Owen Sound, one of the chief industries of the Province, is Mr. Smith, who is its Secretary-Treasurer. The operations of the Company were commenced by Messrs. John G. Hay and Archibald Hay in 1889. Since then the business of the Company has been steadily growing and in 1899 was re-organized and capitalized at \$400,000. At this time Mr. Smith joined the Company and assumed the position he at present occupies. The factories of the Company are built of brick and stone and are over 1,000 feet in length, 45 feet in width and three stories high. In addition there are a sawmill, machine shop, dynamo building, dry kilns and oil vaults. There are also used in connection with the factory very extensive log and timber yards, and the Company has a large frontage on the harbor at Owen Sound. This Company is the largest of the kind in Canada and one of the largest in America. The factory employees number over 300 and, in addition, employment is given to a large number of men during the winter season in the camps getting out logs, and during the summer in rafting logs to the sawmill of the factory. The annual pay roll is about \$300,000. The Company is one of the pioneer export companies in the furniture business and it has built up extensive connections throughout Australasia, South Africa, Great Britain, portions of South Africa, Cuba, Jamaica and Mexico. While special attention has been given by the Com-

pany to export trade, the business in Canada has kept pace with its foreign expansion. It has nine Canadian representatives, covering the whole of Canada from the Atlantic to the Pacific Ocean. The Bentwood chairs principally exported by the Company are unique in design and are intended to compete with chairs of a similar description manufactured by the Austrian makers. They are notable for their good workmanship, strength and durability, and wherever they have been introduced in foreign markets they have at once commanded attention, and a demand has been created for them among the retail trade.

Mr. H. B. Smith, the subject of this sketch, was born in Owen Sound on May 22nd, 1864, and was educated in the Public and High Schools of his native town. He entered the profession of law and practised in Owen Sound as a member of the firm of Creasor & Smith until, in 1899, he accepted the position of Secretary-Treasurer in the North American Bent Chair Company, and thus became connected with one of the most important industries in the Province of Ontario. He is also a Director and Secretary-Treasurer of the National Table Company, Limited, of Owen Sound, a Company organized in 1901; is a Director of the Northern Navigation Company of Collingwood; is Managing Director of the Owen Sound Dry Dock and Shipbuilding Company, and a Director of the Lakefield Portland Cement Company, which has its headquarters at Lakefield, Ontario. It will thus be seen that as Secretary-Treasurer of a great manufacturing enterprise and as one interested in these important companies, he is a factor in Canada's progress.

ALFRED DAVID CREASOR, BARRIE, ONT.



PROMINENT as a lawyer, a factor in politics, and materially interested in the social and material welfare of the Georgian Bay District of Ontario, Alfred David Creasor is a leading personality in the development of the north-western portion of the Province. The son of Judge Creasor, who for forty years was a practising barrister of the town of Barrie, Ontario, and afterwards Senior Judge of the county of Bruce, he was born on the 20th of June, 1862, at Owen Sound, in the county of Bruce. He was educated at the Public and High Schools of his native town until 1880, when he entered Toronto University, where he graduated as Bachelor of Arts in 1883. Determining upon law as his life calling, he became articulated as a student-at-law in the office of Messrs. Creasor & Morrison, barristers, of Owen Sound, and was called to the Bar of Upper Canada in 1887. Becoming a member of the firm of Creasor & Morrison, which later became Creasor, Morrison & Smith, until Dr. Duncan Morrison, one of the members thereof became a Junior Judge of the county, when the firm became Creasor, Creasor & Smith. In 1895 Mr. John Creasor, the father of the subject of this sketch, became a Senior County Court Judge, and the firm became Creasor & Smith. This firm continued until 1900, when Mr. H. B. Smith, one of the members, retired from the practice of law to devote his attention to his business interests, and the business has been continued since by the subject of this sketch alone. In 1900 he organized and capitalized the Grey & Bruce Portland Cement Co. at \$200,000,

building a plant at Brookeholm, a suburb of Owen Sound, which has a daily capacity of 300 barrels of cement, widely and favorably known as the Hercules Brand. This cement company is the owner of a marl deposit which is estimated to last eighty-five years and which gives employment to sixty men. Mr. Creasor is a director of the Hepworth Manufacturing Co., controlling a factory producing medium-class furniture, and is one of the oldest manufacturing enterprises in Owen Sound. He is also Secretary-Treasurer of the King Royal Park Co., which was organized with a capital of \$150,000, owning a park of seventy-five acres on Georgian Bay adjoining Owen Sound. This company operates an hourly ferry between the town and the park. The new King Royal Hotel was built in the spring of 1902 and opened in July at a cost of \$50,000, and is considered one of the finest equipped hotels on Georgian Bay, having accommodation for over 250 guests. This company also owns 120 cottage lots and several cottages. Mr. Creasor has been actively interested in politics as a vigorous Liberal-Conservative, and is President of the Young Men's Conservative Association of Owen Sound; a member of the Executive Committee of the Conservative Association of the North Riding of the County of Bruce. He is Solicitor for the Molsons Bank, the North American Bent Chair Company, Limited, John Harrison & Son Co., R. J. Doyle Mfg. Co., Township of Anabel, and the Township of Sarawak.

A Presbyterian in religion and a member of the Masonic body A. F. & A. M., he married in 1892, Marguerite, daughter of E. W. Bishop, manufacturer, at Owen Sound, and is the father of two children, John and Marguerite.

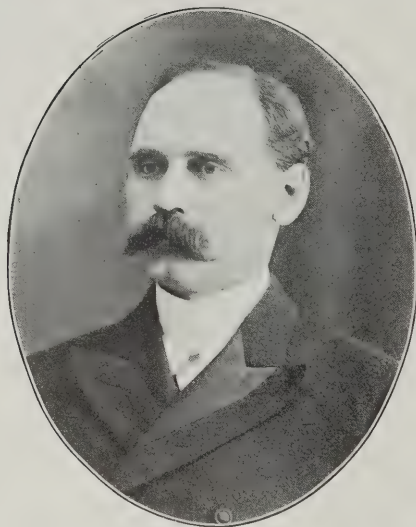


WILLIAM PROUDFOOT, K.C., GODERICH, ONT.

A prominent member of the Ontario bar and a leading personality in the councils of the Liberal party in Western Ontario, William Proudfoot, K.C., of the town of Goderich, in the county of Huron, is prominent in the professional and political life of his native Province. The son of Mr. Robert Proudfoot, a merchant of the town of Goderich, and the nephew of Hon. William Proudfoot, a retired Vice-Chancellor of the Court of Chancery for Ontario, and of Rev. John A. Proudfoot, D.D., lecturer in Homiletics, Church Government and Pastoral Theology in Knox College, Toronto, he is of Scottish descent, his grandparents having come from Perthshire, Scotland, to Canada in 1832. Born at Goderich on the 1st of February, 1859, he was educated at the Public and Grammar Schools of his native town. Determining upon law as his life's profession, he studied in the offices of the late Hon. M. C. Cameron and of the present Mr. Justice Garrow, of the High Court of Justice of Ontario, at Goderich, and was called to the Ontario bar at Osgoode Hall on the 21st of November, 1881. He immediately began the practice of his profession in his native town. Successful in the practice of law in Goderich,

where he has always resided, he is at the present time head of the firms of Proudfoot & Hayes, Barristers, etc., Goderich, and Proudfoot, Duncan, Grant & Skeans, of the Bank of Commerce Building, 25 King Street West, Toronto.

Interested in public affairs, Mr. Proudfoot was Reeve of his native town for ten years, from 1889 to 1899. He is President of the Liberal Association of the County of Huron. In religion he is a member of the Church of England. He is a member of the Independent Order of Foresters, and of the Independent Order of Oddfellows, and of the Sons of Scotland. In the year 1886 he married Marion, daughter of William Dickson, Esq., Goderich, and has a family of two children. Devoted to his profession and the head of extensive law practices, Mr. Proudfoot is deeply interested in the progress of his native town and in its government, and although never a candidate for political honors is one of the leading Liberals of influence in the county of Huron and a man of consequence in the Liberal party of the Province of Ontario. His standing at the bar was recognized by his being made a King's Counsel in the year 1902.



CHARLES M. BOWMAN, M. P. P.
SOUTHAMPTON, ONT.

Among Canadians prominent in the industrial life of Canada, as well as men of note in the political progress of their country, is Charles M. Bowman of the town of Southampton, in the County of Bruce and Province of Ontario, well-known throughout his native Province as a manufacturer extensively interested in the tannery business in Southampton and as a lumber merchant engaged in lumbering in that part of the Province of Ontario known as the Bruce Peninsula and also as a member of the Legislative Assembly of the Province of Ontario for the riding of North Bruce. The grandson of John B. Bowman, who removed from the State of Pennsylvania to the Province of Ontario in 1820, he is the eldest son of the late Isaac E. Bowman. His father, who during his life had been President of the Ontario Mutual Life Assurance Company from 1870 until his death and of the Mercantile Fire Assurance Company, represented the constituency of North Waterloo in the Province of Ontario as a member of the House of Commons for a quarter

of a century and sat as a member of that House until 1896. The subject of this sketch was born at St. Jacob's in the county of Waterloo, in the Province of Ontario, on the 7th day of May in the year 1863, and was educated at the public schools of his native place, and at the High School of the town of Berlin, Ontario. After the completion of his education at these schools he entered upon his business career in which he has been so successful. Thoroughly understanding the opportunities available for enterprise and energy in the Northwestern portion of the Province of Ontario at a time when many of the young men of enterprise and ambition believed that the opportunities for them of wealth and successful exploitation in the Dominion of Canada lay farther afield in the newly opened fertile plains of the Great Canadian West and in the mining lands of British Columbia, he early in life went to Southampton on Lake Huron, the headquarters of a district with great and unexploited resources, but withal not sought with that eagerness that possessed those who dreamed dreams of the Golden West. The subject of this sketch saw the advantages of location in a district where certain industries had not been developed to the extent the opportunities afforded by its resources warranted. His foresight has been justified by the results of his enterprise and at the present time he is the successful head of a large modern tannery and a lumber business operating throughout part of North Western Ontario called the Bruce Peninsula. Progressive and interested in the commercial and municipal fortunes of the town of Southampton and the county of Bruce, he has been President of the Board of Trade of Southampton and Reeve of the municipality. Interested in public affairs and a man of influence, he was chosen as the Liberal candidate for the riding of North Bruce in the general elections for the Legislative Assembly of the Province of Ontario in the year 1898 and was elected.

In the year 1886, he married Lulu Hessen, of Howell, in the State of Michigan, U.S.A.

JAMES CLARK, GODERICH, ONT.



FACTOR in the industrial life of the Province of Ontario, and one of the leading citizens and one of the most enterprising business men of the town of Goderich, James Clark is one of the prominent men to whose initiative and ability Canada owes much of the progress and development of her commercial life in the last quarter of a century. Born near Kirkwall in the Orkney Islands, Scotland, on the 24th of March, 1842, he was educated at the district schools of his native Island. In early manhood he worked as a farmer, and in 1867 he left the Orkneys to seek his fortunes in the New World of the West, and came to the town of Goderich where he entered the employ of a local fishing company, operating in a small way on Lake Huron. His early training in his native land fitted him for the peculiar duties of the fisheries, and six months later he began business on his own account, purchased a small sailing boat and entered into the fishing trade. Successful from the outset and realizing the possibilities of the trade, he soon was in a position to buy larger boats and extend his operations by the purchase of several fishing vessels and engaging employees. Forming a company which did business under the firm name of Clark & Co., he operated in Georgian Bay with a fleet of boats and tugs, giving employment to men from 80 to 120 in number. In 1880 he sold his interests in the fishing industry to the Buffalo Fish Co., but continued as manager of the business disposed of. This company has since been merged into and with the Dominion Fish Company, and

Mr. Clark became Managing Director for Ontario. The subject of this sketch however did not limit his business activity and shrewdness to the fishing industry alone. In many of the principal industrial enterprises of the town of Goderich he is closely and officially connected, being President of the Lake Huron and Manitoba Milling Company of Goderich, capitalized at \$400,000, owning and operating a mill plant, a salt-block and elevator. He is President of the Goderich Organ Company, manufacturers of organs and bath-room wood-work, employing from 70 to 80 men and having an extensive trade in Great Britain, particularly in bath-room and fine house wood-work. This factory was established in a small way in 1880. Mr. Clark is still Managing Director for Ontario for the Dominion Fish Company, operating on Lake Huron and the Georgian Bay, owning and operating 20 tugs, and employing over 200 men in the fishing season. He is President of the Doty Engine Co., of Goderich, manufacturers of marine engines, and employing from 50 to 75 men; a Director of the Goderich Knitting Factory, manufacturers of hosiery and mitts; a Director of the Goderich Lumber Co., operating a hardwood plant and owning an extensive hardwood timber limits. He is a Director of the Goderich Dredging Co., at present engaged on a dredging contract at Goderich Harbor, and also building a government pier at Burlington, Ontario; a Director of the Goderich Elevator Co., a 500,000 bushel grain elevator. A Liberal and a Protectionist in politics, he is a Presbyterian in religion, and is a member of the Masonic Order of A.F. & A.M. In 1902 he was married to Miss Minnie Ball, of Goderich.



SAMUEL ALEXANDER MCGAW
GODERICH, ONT.

In the development of Canadian industries, in the last twenty years so rapid and at the same time so stable, no industry has made greater progress than that of milling, and to the energy and ability of those who have had the conduct of that industry much of that progress is due. Among the leading men prominently engaged in that industry and thoroughly conversant with the conditions that make towards its success, is Samuel Alexander McGaw, of the town of Goderich, in the Province of Ontario, Managing Director of the Lake Huron and Manitoba Milling Company, Limited.

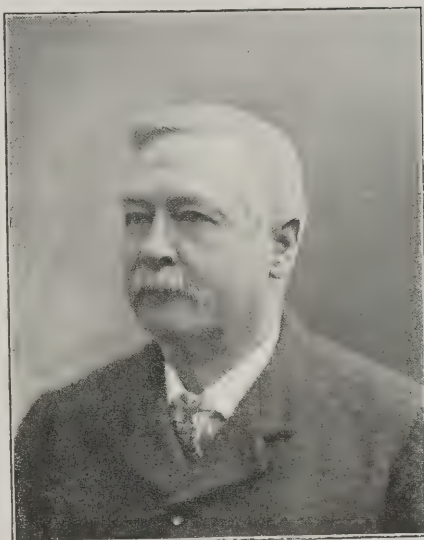
Born in the city of Dublin, Ireland, on the 4th day of June, 1848, he came with his parents to Canada in 1850, where they settled near the town of Bowmanville, in the Province of Ontario. He was educated at the public schools and by his father, who was an experienced, thoroughly trained school-teacher. Subsequently removing to Huron county, Ontario, the subject of this sketch lived on a farm, where he first acquired a practical knowledge of farming, which has been of service to him

in his subsequent career. In the year 1867 he became a clerk in a general store in Goderich, and followed the general store business for five years, then managed a forwarding business in Goderich for three years. In 1876, when A. W. Ogilvie & Co. decided to open up business in Manitoba and Northwest Territories, he was made Secretary of the Ogilvie Milling Company and Purchasing Superintendent, and assisted in the establishment of their milling and elevator system in the Canadian West, and from 1886 to 1888 was a member of the Board of Directors of that Company. In 1888 he left the Ogilvies and became Western Manager of the Lake of the Woods Milling Company up to 1896, when he, in connection with Mr. Roblin (the present Premier of Manitoba) and three other gentlemen established the Dominion Elevator Company, with seventy-four grain elevators in Manitoba and the Territories. But the milling business had some fascination for him, doubtless owing to the great success attending the business of the other firms with which he had been connected. Happening to visit Goderich and finding the Government improving the harbor, he negotiated the purchase of the Ogilvie & Hutchinson mill, salt-block and elevator, and rebuilt the mill, which now produces daily 1,200 barrels of flour, and the proceeds of the salt-block pays the fuel bill. Using only Manitoba hard wheat in the mill, a fine flour is produced and sold throughout Canada, Great Britain and South Africa. This Company is capitalized at \$400,000, and buy and sell grain, manufacture salt, and are forwarders and shippers.

A Presbyterian in religion, Mr. McGaw is a member of the Masonic Order A.F. & A.M., and was married in 1876 to Mary, daughter of James Miller, foundryman and salt manufacturer, of Goderich. Of his children, William is a salesman for the Lake Huron & Manitoba Milling Company, Limited; Charles is its Secretary; Henry is studying electrical engineering; while Hattie, Grace and Allen R. reside at home. Mr. McGaw is a member of the Boards of Trade of Toronto and Winnipeg, of the Winnipeg Grain Exchange, and of the Goderich Board of Trade.

**JOHN ROAF BARBER, M. P. P.
GEORGETOWN, ONT.**

Prominent in the industrial life of Canada in a marked degree and a member of the Legislature of Ontario, John Roaf Barber, of Georgetown, in the county of Halton, Province of Ontario, is a representative of the best type of Canadian manufacturer. The son of the late James Barber, a native of Ireland, and his wife Hannah Patrick, a native of England, he was born at Georgetown, Ont., on the 5th of July, 1841, and educated at the Streetsville Grammar School and Georgetown Academy. His early business training was obtained in the office of the Georgetown Paper Mills, then owned by the firm of Wm. Barber & Bros., of which his father was a member. In the year 1880, upon the death of his father, he became absolute proprietor of the paper mills of the old firm. A shrewd and successful business man, the paper mill industry in Georgetown prospered under his management and extended its operations largely. The plant was established by the uncles and father of Mr. Barber in 1854, and now manufactures exclusively the following lines of paper: book, high-grade news and colored specialties. But not alone to the Georgetown enterprise did the subject of this sketch limit his energetic and business ability. He became President and Managing Director of the Toronto Paper Manufacturing Co., established in 1881, having the mills of the Company in Cornwall, Ont., and engaged in the manufacture of writing and fine book papers. Mr. Barber is also a Director of the Spanish River Pulp and Paper Manufacturing Co., at present having in the course of erection a large modern pulp and paper plant on the Spanish river, in the Province of Ontario, which, when completed, will be able to produce 100 tons of dry pulp per day, the said Company being capitalized at \$850,000. Mr. Barber is also President of the Nepigon Pulp and Paper Co., with a capital of \$500,000, now building at Cameron Pool, Nepigon river, in New Ontario. He is a Director of the Anglo-American Fire Insurance Co., President of the Leadville Mining Co., owning and working the Yankee Doodle Mine, near Leadville, and has been a member of the Canadian Manufacturers' Association since its first organization

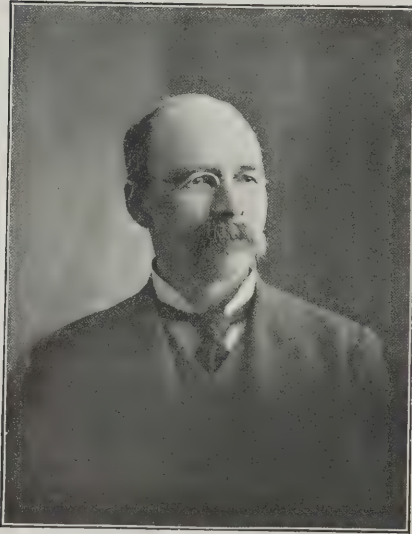


in Hamilton in 1874, only eleven manufacturers being present at that meeting. Interested deeply in public affairs and an earnest Liberal, he was elected Reeve of Georgetown from 1865 to 1875, and Warden for the County of Halton for 1878, and has also been a member of the Georgetown High School Board, and President of the Mechanics' Institute.

A commissioned officer of the Canadian Volunteer Militia since 1863, he holds the rank of Major and Paymaster of the Twentieth Rifles, and was on active service during the Fenian raid, and is the holder of the medal therefor, also the long-service medal.

At the Provincial general elections for Ontario, in 1898, he was elected for the electoral district of Halton. A protest being entered Mr. Barber was unseated, but was re-elected in December of the same year by an increased majority.

A Congregationalist in religion, he was first married in January, 1868, to Mary, daughter of Francis Barclay, late Registrar of Halton, and after her death, in 1898, he married Alberta Bessey, of Georgetown, in 1900. He is the father of five children, Charles H., Assistant Superintendent of Toronto Paper Co., of Cornwall; Rene Raoul, a graduate of McGill College in chemistry; now in the office of the Paper Company, Georgetown; Francis J., a farmer in Georgetown, and two daughters, Mary Aileen and Hazel, residing at Georgetown.



HENRY J. PETTYPIECE, M. P. P.
FOREST, ONT.

One of the most active and progressive legislators in the Province of Ontario and a clever all-round journalist is Mr. Henry J. Pettypiece, the representative of East Lambton in the Ontario Legislature and the editor and proprietor of the *Forest Free Press*. Mr. Pettypiece was born on a farm in Anderton township, Essex County, Ontario, on November 11th, 1855. His father, Anthony Pettypiece, was a native of Sligo, Ireland, who had emigrated to Canada in the year 1843 and who had married Miss Ann Wright, daughter of Henry Wright, of Amherstburg, Ontario. The Wright family were of the old United Empire Loyalist stock. The subject of this sketch was raised on his father's farm, attending the Protestant separate and public schools of the district. When he was fourteen years old his father died and he remained with his mother on the farm until he was twenty-four years of age. He cherished aspirations towards journalism, however, and in 1879 he entered the employ of the late W. D. Balfour, the editor of the *Amherstburg Echo*. Mr. Balfour was a distinguished public man who later became Speaker of the Ontario Legislature, and who was cut off by

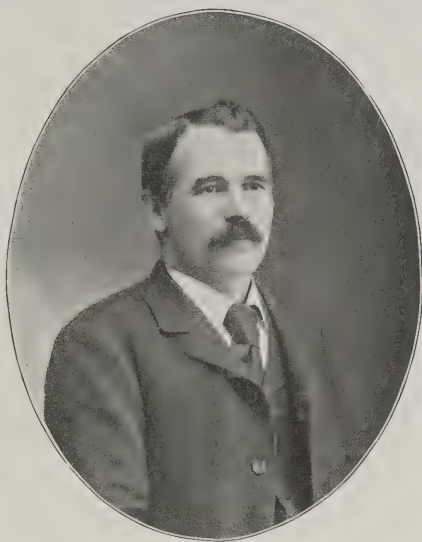
an untimely death shortly after he entered the Hardy Cabinet as Provincial Secretary. Mr. Pettypiece had previously done some newspaper correspondence and since Mr. Balfour was more or less engrossed with his political duties, he found in him an able lieutenant and useful all-round man. In 1883, having acquired a knowledge of all branches of the newspaper business, Mr. Pettypiece removed to Forest, in the county of Lambton, Ontario, where he purchased the *Forest Free Press*, a paper he has ever since conducted with success. He took a deep interest in the affairs of his district and speedily became a prominent figure in the county of Lambton. In 1888 he was elected a Town Councillor and served in that capacity for some time, he also served as License Commissioner for the district of East Lambton and has been a Director of the Lambton Farmers' Institute. At present he is Secretary of the Forest Horticultural Association. For years Mr. Pettypiece was actively identified with the organization of the Liberal party in his district and at the general elections for the Ontario Legislature on March 1st, 1898, was the nominee of his party, defeating Mr. P. D. McCallum, Conservative, by a majority of forty. At the general elections of May 29, 1902, he was re-elected by an increased majority, defeating Mr. McCallum by 104. In the Legislature he has proved a hard-working committee-man whose judgment is looked upon with respect by both sides of the House. He has particularly distinguished himself by introducing and advocating a programme of "Equal Taxation" by which he proposes to provide for the assessment and taxation of the property of railway, telegraph and telephone companies on the same basis as that on which farm and town property is assessed and taxed. Mr. Pettypiece's speech on the subject delivered in the Legislative Chamber at Toronto on February 5th, 1902, was conceded to be, both in matter and form, one of the ablest discourses on the difficult subject of assessment and taxation that has ever been heard in a Canadian Legislature. In the councils of the Canadian Press Association, of which he became a member in 1887, Mr. Pettypiece has played a prominent part and he has filled important executive offices therein on several occasions. He is now President of the Association.

In religion he is a member of the Church of England and belongs to the A.F. & A.M., R. A.M., C.O.F. and Sons of Scotland. He was married on November 17th, 1879, to Miss Mary M. Meloche, of Amherstburg, and has a family of five children.

JOHN MEIKLEJOHN, HARRISTON, ONT.

Interested largely in some of the most progressive business enterprises in Western Ontario, and concerned actively in the government and welfare of one of Canada's most prosperous towns, John Meiklejohn, of the firm of A. & J. Meiklejohn, importers, jobbers, and retailers of shelf and heavy hardware, is prominent in the commercial progress of the Dominion of Canada.

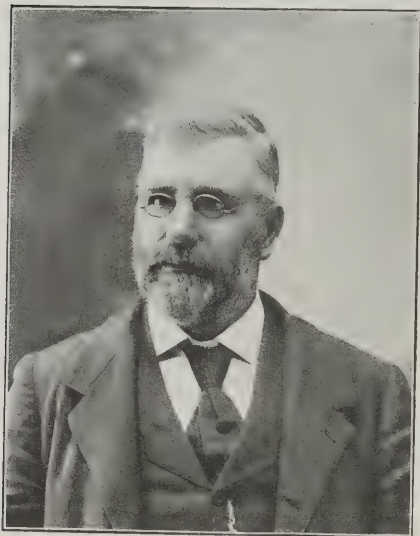
The eldest son of Robert Meiklejohn, of Stirling, Scotland, born at Sauchie, near the town of Stirling, in 1856, and educated at the High School of Stirling. At the age of sixteen he was articled with Francis Mackison, civil engineer, architect and land surveyor, and served his full indenture of four years. At the close of his indenture he was invited to go out to Canada by his uncle, the late Alex. Meiklejohn, who had been very successful in mercantile life, having built up a large business in the town of Harriston, and whose name is largely identified with the early history and progress of that town, having been elected its first Reeve, also its first Mayor. The subject of our sketch accepted his uncle's invitation, and started as bookkeeper in his uncle's general store in 1876. In 1878 he became a partner with his uncle in the firm, doing business under the name of A. & J. Meiklejohn, and after the death of his uncle, in 1881, has continued under the same name. Mr. Meiklejohn is interested in other enterprises beyond the proprietorship and conduct of his hardware business, through which he first entered commercial life. He took an active and leading part in the successful promoting of the Harriston Pork Packing Co., and holds the position of Vice-President of that company. He also materially assisted in the formation of the Harriston Shoe Co., also the Dowling and Leighton Furniture Co., manufacturers of furniture in Harriston. He



also owns several business blocks in Harriston and town realty and farm property in Western Ontario.

A Presbyterian in religion, being a strong and an active supporter of his Church; a Liberal in politics, and actively interested in the welfare of Harriston, he was elected Mayor of Harriston on two occasions, both times by acclamation, and satisfactorily filled that onerous position. For five years he served as a member of the Municipal Council of Harriston, and for seven years as a member of the Public School Board, and is recognized as one of the most public-spirited of Harriston's citizens.

Mr. Meiklejohn has never sought for municipal or other honors. Every office he has filled has been thrust upon him, and he has filled the various positions mostly through a sense of duty, and that duty has always been performed faithfully and well. Keenly alive to the best interests of the town in which he lives, Mr. Meiklejohn is an important figure in the town's progress.



JOHN MCGOWAN, M.P.P., ELORA, ONT.

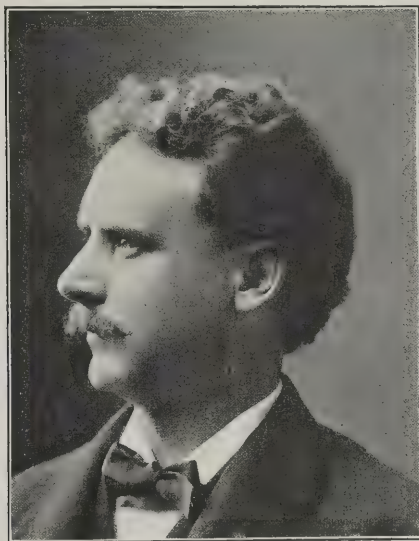
Prominent alike in industrial pursuits and in public affairs, Mr. John McGowan, M.P., of Elora, Ontario, is a typical man of progress in Canadian business circles. He carries on a very extensive business in the products of linseed and flax and his crushing mills run night and day. Like so many other successful business men, Mr. McGowan is of Scottish descent. His father, Duncan McGowan, owned and sailed a trading vessel running out of Greenock, Scotland, but in 1857 he gave up the sea and coming to Canada with his wife, Margaret McIlwraith, settled on a farm near Alma, Ontario. The subject of this sketch as a child attended the schools of Greenock, Scotland, until he was eleven years old and then commenced work in farm pursuits. Coming to Canada in 1857 with his parents, he remained on the farm near Alma, Ontario, until he had reached the age of twenty-one, when he started in for himself as a farmer. Under his progressive management his agricultural interests grew year by year and he still farms, in a large way, near Alma despite the large commercial interests which occupy his attention. Mr. McGowan has had a long municipal experience, having been elected as reeve of the township of Peel

for a great many years and has been elected under the new system as one of the Commissioners for the County Council of the county of Wellington. In 1887, realizing the growing importance of the flax industry in Western Ontario, he built a flax mill at Alma, which he leased to other parties for three years. In 1890, however, he took over the management himself. The mill is devoted to the manufacture of dressed flax and tows and employs from forty to fifty-five hands, according to the season. The extensive annual output is sold chiefly in the United States and in Canada. In 1900 Mr. McGowan decided that there was profit in an industry based on the oil products of flax as well as in the fibre and established himself in business as a linseed crusher at Elora, Ontario. The linseed mill was built in 1900 and in 1901 Mr. McGowan removed from Alma to Elora. In 1901-2 he crushed one hundred and fifty thousand bushels of flax. The oil product, known as the Beaver Brand, is sold extensively in Canada, the oil cake being shipped to England. As has been said, the mill runs night and day. In addition to his industries at Alma and Elora, Mr. McGowan is President of the Wellington Dress Meat and Cold Storage Company of Fergus, Ontario, devoted to cattle, sheep and poultry and having an abattoir and cold storage plant. The Company purposes to sell largely to the British market and the Maritime Provinces.

In politics Mr. McGowan has been a life-long Conservative, having been elected to the local Legislature for North Wellington in 1874 and again for West Wellington in 1875, and at the general election for the House of Commons in November, 1900, was returned for the riding of Centre Wellington, defeating Mr. Andrew Semple, who had represented the riding since 1887, by a majority of 285. It was deemed in political circles one of the most notable victories of the campaign.

In religion Mr. McGowan is a Methodist. He is a member of the Masonic body and of the Independent Order of Foresters and also of the Canadian Manufacturers' Association.

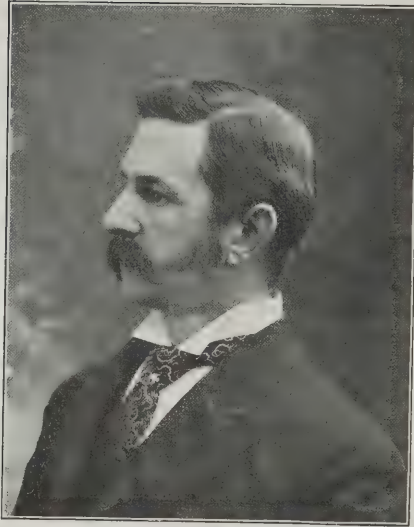
In 1880 he was married to Miss Margaret Hawley, daughter of Mr. Ezra Hawley, of Cumnock, Ontario.



JOSEPH P. DOWNEY, M.P.P., GUELPH, ONT.

Among the young members of the newspaper profession who have recently attained prominence in the public life of the Province of Ontario, is Joseph Patrick Downey, of Guelph. He was born in the township of Puslinch, county of Wellington, on January 17th, 1865. His father was Patrick Downey, a native of Cork, Ireland, and one of the pioneer school teachers in the Guelph district. The school house, on the 4th concession of Puslinch, in memory of his twenty-eight years of faithful service, still bears the old teacher's name. Mr. Downey's mother was the eldest daughter of the late Bernard McTague, one of the first settlers in Guelph. She was the second female child born in the settlement. The subject of this sketch was educated in his father's school, and at the age of fifteen entered the service of the *Guelph Herald*. In 1885, when the paper passed under the control of its present proprietor, Mr. H. Gummer, Mr. Downey was given editorial charge. In 1899 Mr. Downey took part in the political struggle in Manitoba, which resulted in the overthrow of the Greenway Government. In

1901 he was nominated by the Conservative party in South Wellington for a seat in the Ontario Legislature, and on the 9th of May, 1902, was elected by a majority of 227. He is the first Liberal-Conservative to represent South Wellington at Toronto. Mr. Downey, though a young man, has seen much of the world, having travelled through Europe, Australia and the United States. He is regarded as one of the best campaigners in the Conservative ranks. On the platform he is ready and resourceful, and has the gift of true eloquence. As a writer he has displayed a strength and originality which have placed the *Guelph Herald* in the front rank of the Provincial press. With his youth and energy he is unquestionably a feature in the arena of Canadian politics. A Roman Catholic in religion, a member of the C.M.B.A., A.O.U.W., I.O.F., and Chosen Friends, he is closely in touch with the fraternal and benevolent and social life of the Province. He was married in 1893 to Ellen Josephine, daughter of Thomas Coghlan of Guelph, and has a family of four children.



JOHN C. BREITHAUP, BERLIN, ONT.

John C. Breithaupt, Berlin, Ontario, is an American by birth, having been born in Buffalo, N.Y., February 27th, 1859, but since his early childhood he has lived in Berlin, where he with one of his brothers is engaged in the management of one of the largest sole leather concerns in Canada, which was established by his father, the late Louis Breithaupt, in 1857. Mr. Breithaupt received his early education in the public and high schools at Berlin, and then at the Northwestern College, Naperville, Ill., of which he is at present one of the trustees. He returned to Berlin, and at once went into the tanning trade. For a number of years he has been prominent in municipal politics in the thriving town, having been an energetic member of the Berlin Town Council for seven years, during which time he was Reeve for two years, and he was Mayor of Berlin for the years 1896 and 1897. He has also been a member of and chairman of the Berlin Board of Water Commissioners since the municipality took over the waterworks in 1899. He has been President of the Berlin and Waterloo Hospital since 1900, and is a member of Zion Church Evangelical Association, and a member of the Board of Publication, Publishing House of the Evan-

gelical Association, of Cleveland. Mr. Breithaupt has taken a keen interest in commercial affairs. He was President of the Berlin Board of Trade in 1895, and has been a member of the Toronto Board of Trade since 1891.

It is natural that the subject of this sketch should take a lively interest in the welfare of Berlin, for his mother was a daughter of Jacob J. Hailer, one of the pioneers of the town. She was born in Berlin in 1834.

Mr. Breithaupt was married January 27th, 1892, to Miss Caroline C. Anthes, daughter of John S. Anthes, of Berlin, and his family now consists of five children: John Edward, aged 9; Louise Catharine, aged 7; Carl Louis, aged 5; Frieda Caroline, aged 3, and Walter Hailer, infant.

Mr. Breithaupt's father was born in Alledorf a Werra Kurhessen, Germany, in 1827, and was a tanner and the son of a tanner, so the tanning trade is by no means a novelty in the Breithaupt family, as it is now being followed by the third or fourth generation. When the late Louis Breithaupt commenced business in Berlin, his tannery was not by any means an imposing affair, but the assiduous attention the proprietor gave to the business caused trade to steadily increase year by year until it was an important concern at the time of his death in 1880. The business was carried on by the executors and executrix under the management of Louis J. Breithaupt, the eldest son (now member of the Provincial Legislature) and John C. Breithaupt, who was the third son and is the subject of this sketch. In 1882 Mr. Breithaupt branched out from the old establishment and went to Penetanguishene, where he erected a large sole leather tannery, in which his brother was interested with him. It was known throughout the Province as the Penetang Tannery, and was, and is to-day, a successful enterprise. In 1890 the business interests of the tannery at Berlin were united with those of the Penetang tannery in the formation of the Breithaupt Leather Co., Limited. The Company now also has a tannery at Listowel, Ont. The managers of the Company are Louis J. Breithaupt, M.P.P., and John C. Breithaupt, the latter devoting his time to the management of the three tanneries, all of which are engaged in the manufacture of sole leather, the purchasing of material, and similar work which requires the benefit of brains and experience.

Mr. Breithaupt is a sample of the go-ahead Canadian business man.

GEORGE A. CLARE, M. P., PRESTON, ONT.



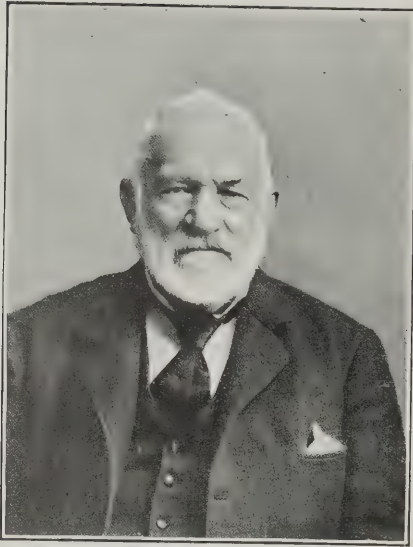
OF German descent, the son of John Clare, a native of Odenbach, Rhenish Bavaria, and Margaret Beck his wife, Georgie A. Clare was born in the village of Preston in the county of Waterloo, Ontario, on the 6th of June 1854. He was educated at the public school of his native village and in the business office of Messrs. Randall & Co., Waterloo. Returning to Preston in 1876 he assisted his father in the conduct of the foundry business controlled by the latter. Upon the retirement of his father from active business in 1881, he formed the present firm of Clare Bros. & Co., manufacturers of stoves and furnaces. Deeply interested in the welfare of his native place he early took a prominent position in municipal affairs. For ten years he has been Reeve of Preston and has been elected Warden of the County of Waterloo. A member of the School Board of Preston for years, he has been Chairman of that body. In 1900 he was elected the first Mayor of Preston upon its incorporation as a town. Actively interested in the public affairs of his country he was the nominee of the Liberal-Conservative party in the elections of 1891 for the House of Commons for South Waterloo. In 1896 he was again nominated in the same political interests for the same constituency, and was unsuccessful by a small minority, in a previously strong Liberal constituency. In Preston, where over 500 votes were polled, there were only 34 votes polled

against his candidature. In the general elections of 1900 he was successfully elected to the House of Commons by a majority of 218 for South Waterloo. Beyond his political opinions Mr. Clare's personality appealed strongly to the support of the electors of South Waterloo as well as the fact that he had been instrumental in the progress of Preston and the welfare of the constituency in procuring new industries for the district and enterprising in developing those already in existence. Largely through his influence the G. P. & H. Electric Railway giving C.P.R. connections was secured through his native town. The firm of which he is senior partner, Clare Bros. & Co., consisting of himself, his brother Frederick, and Henry C. Hilborn, manufacture extensively stoves, ranges, hot water boilers, furnaces, registers, radiators, hollowware, etc. Mr. Clare is also President of the Metal Shingle & Siding Co., Preston, and a Director of the Wellington Mutual Insurance Co. of Guelph. He is a member of the Lutheran Church, a Freemason A.F. & A.M., a member of the Independent Order of Oddfellows, of the Independent Order of Foresters, of the Royal Arcanum and of the Ancient Order of United Workmen.

Prominent in the industrial life of Canada, Mr. Clare is a member of the Canadian Manufacturers' Association, of which he was a Director for one year.

Married in 1875 to Catharine, daughter of Paul Fink, he has four children, Alfred, engaged with his father in business, Laura, Georgina and Minnie.





HON. SAMUEL MERNER, BERLIN, ONT.

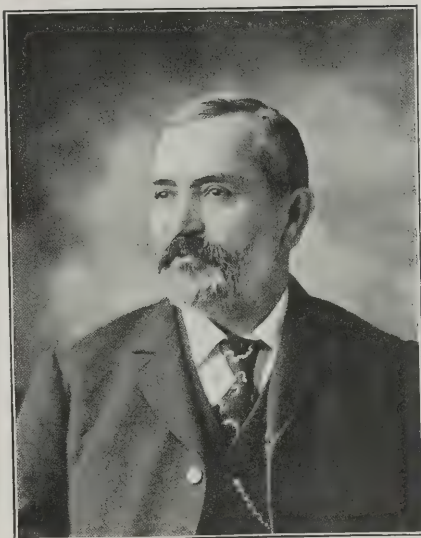
A notable figure in the commercial and public life of Western Ontario is the Honorable Samuel Merner, a member of the Senate of Canada and a man of large interests in the noted industrial section of Waterloo County. Senator Merner at present resides in Berlin, Ontario, although for many years he was a resident of New Hamburg, in the same county. He is a native of Berne, Switzerland, where he was born on the 19th of January, 1823. He is a son of the late Jacob Merner and Susannah Schluter. Senator Merner received his early education at Berne, the place of his birth, and in 1837, when 14 years of age, he immigrated to Canada with his parents who settled on a farm in Wilmot Township, Waterloo County. After one winter on the farm young Merner went to Preston, Ontario, to learn blacksmithing and two years later started a shop of his own in New Hamburg. From these small beginnings he built up an extensive trade in general blacksmithing and in wagon and carriage building. Some years later he sold this business to a brother, Frederick Merner, and started a foundry at New Hamburg and Waterloo village. In 1873 he sold the New Hamburg foundry to his eldest son Simson, and

the Waterloo foundry to his second son Absalom. Thus relieved of the more active duties of business life he retained large commercial interests and promoted the industrial development of his county. For years he possessed a large interest in the Simpson & Co. Furniture Factory of Berlin, and when that industry became absorbed in the vast corporation known as the Canadian Manufacturing Co., Limited, he became a Director in the new enterprise. He is also a Director and President of the Preston Furniture Co., Limited, and Director of the John Hoodless Furniture Warehouse in Hamilton. Besides these connections he is a Director of the Economical Fire Insurance Co. of Berlin, of the Dominion Life Assurance Co. of Waterloo and of the New Hamburg Wagon Works. His retirement from active business life was but preliminary to his entrance into political life. For 18 years he was Reeve of New Hamburg, for ten a member of the New Hamburg School Board, and Warden of the county of Waterloo for two terms.

In politics he has always espoused the principles of the Conservative party and in 1877, at a bye-election in South Waterloo, was nominated as the candidate of his party for the Ontario Legislature. He was defeated however, but in the following year, 1878, at the general elections for the House of Commons was successful in defeating so distinguished a public man as the Honorable James Young of Galt. Residents of the village of New Hamburg will long remember the night of September 17th, 1878, when their fellow-citizen was declared elected as their representative in the Dominion House. The rejoicing which followed bespoke the immense popularity of the candidate. At the general elections of 1882 he was defeated by Mr. James Livingston, ex-M.P., of Baden, Ontario, and in 1887 he was called to the Senate at the instance of the late Sir John A. Macdonald. He has been twice married, the first time to Miss Mary Ann Grassar, of Wilmot Township, who died in 1890, and with whom he had a family of fourteen children. His second marriage was to Miss Ellen Fletcher, a native of England. He has four sons and four daughters still living. In addition to the two sons above named a third son, Ammon, is foreman of the Waterloo Manufacturing Co., of which Absalom is Vice-President and a fourth son is a hotel man at Clifford, Ontario.

**E. W. B. SNIDER, ex-M. P. P.
ST. JACOB'S, ONT.**

One of the best known and most progressive business men in the Province of Ontario is Mr. Elias Weber Bingeman Snider, of St. Jacob's, Ont., whose manufacturing interests are very extensive and various. Mr. Snider was born at Waterloo, Ontario, on June 19th, 1842, the son of Elias Snider and Hannah Bingeman. His great-grandfather, Christian Snider, came to Canada in 1806 from Pennsylvania, and was one of a family who originally came to this continent from Switzerland. He settled at Doon, a small village in Waterloo county. The father of the subject of this sketch, Elias Snider, was a miller by trade. Mr. E. W. B. Snider was reared on a farm near Waterloo, and received the usual public school education of the neighborhood. Leaving school at the age of seventeen he commenced to work for his father in a flour mill at German Mills, Ont., and so continued until the age of twenty-two, when he obtained a start for himself by operating the mill on shares. In 1868 he bought a small flour mill at Berlin, Ont., which he operated in connection with the establishment at German Mills. In 1871 he purchased the milling property at St. Jacob's, and removed to that village, which he has ever since made his home. The mill produces from 150 to 175 barrels of flour per day, and the product is sold chiefly in the Maritime Provinces. He was the first miller in Canada to introduce the roller process, which has revolutionized the production of wheat flour on this continent. This progressive step he took as early as 1875. In 1888 he amalgamated two foundries and agricultural implement plants at Waterloo, Ont., under the name of the Waterloo Manufacturing Company, Limited, of which corporation he was elected President, retaining the position ever since. The company manufacture traction and portable engines and thrashing machinery, is capitalized at \$300,000, and employs 150 hands. The output largely goes to the great wheat country of Manitoba and the Northwest, and the Company maintains a large warehouse at Winnipeg. Mr. Snider is also President of the Snider Lumber Company, operating a sawmill at Gravenherst, Ont. This plant was established



in 1890, and turns out large quantities of general stock, sawn hemlock, etc. He is also President of the Toronto Foundry Company, Limited, Toronto, which employs 50 moulders, and manufactures soil pipes and fittings. He was the promoter and provisional President of the Company which built the railroad line from Berlin to Elmira, now part of the Grand Trunk system. Of late he has interested himself largely in securing the establishment of a plant for the electrical transmission of power from Niagara Falls to the manufacturing districts of western Ontario. He is an active member of the Canadian Manufacturers' Association, and in politics is a Liberal. From 1881 to 1894 he represented North Waterloo in the Ontario Legislature. In 1896 he was the Liberal nominee for the House of Commons in the same riding, but was defeated by Mr. Joseph Seagram, M.P.

In 1864 he married Miss Nancy Weber, of Waterloo, Ont., and has a family of six boys and four girls. His sons are Aldred, manager of the Snider Lumber Co.; Cranson, Secy.-Treas. of the Waterloo Mfg. Co.; Fernando, bookkeeper in the same Company; William, manager of the flour mill at St. Jacob's; Edwin, bookkeeper of the Snider Lumber Co., and Elias, bookkeeper of the mill at St. Jacob's.

GEORGE D. FORBES, HESPELER, ONT.



ONE of the most solid and progressive figures in the industrial life of Ontario is Mr. George D. Forbes, President of the R. Forbes Company, Limited, woollen manufacturers, of Hespeler. He was born in Puslinch township, in the county of Wellington, on October 30th, 1861, the son of Robert Forbes, a native of Scotland, and Ann Duthie, his wife. The elder Forbes had come to Canada from the Old Country in 1842 and had settled in Puslinch township. The beginning of the present business was the building of a woollen mill at Hespeler by a Company in which Robert Forbes was a partner. In 1873 this business had grown to such dimensions that the mill was enlarged and the Company re-organized under the firm name of Schofield & Forbes. It continued under this title until 1882 when it became the R. Forbes Company, Limited, a name which has been perpetuated, although Robert Forbes died in 1894, and since then George D. Forbes, the subject of this sketch, has been head of the firm. His training for the position he was destined to hold had been admirable. He attended the public schools at Guelph and the Tassie Collegiate Institute at Galt and resolving to equip himself thoroughly with a knowledge of the woollen business, at the age of nineteen, he went to the United States and worked in several of the largest and most modern woollen mills in that country. Subsequently he went to England and took courses of instruction both in the Bradford Textile School and Huddersfield Textile Institute.

In 1882 when his father formed the Stock Company, which has already been alluded to, George D. Forbes became with his brother one of the junior partners, and in 1894, as has been stated, he assumed control of the plant. Under his direction the business has progressed and now employs from 450 to 500 hands. The Company manufactures largely fine worsteds and serges for gentlemen's wear and a branch of the business is the manufacture of fancy knitted goods, yarns, saxony, fingerings and floss yarns. In addition to his woollen business, Mr. Forbes has other extensive interests. He is President of the Hespeler Furniture Company and Vice-President of the Galt, Preston and Hespeler Railway Company, is a Director of the Dominion Life Insurance Company, of the Guelph and Ontario Investment and Savings Society and of the Taylor-Forbes Company of Guelph.

In politics he is a Conservative and in 1901 and 1902 served as Mayor of Hespeler, having on each occasion been elected by acclamation. He has been a Director of the woollen section of the Canadian Manufacturers' Association and is a member of the Masonic body, Scottish Rite, 32nd degree; Lodge of Perfection, Guelph; Rose Croix Chapter, Hamilton; Moore Consistory, Hamilton; Rameses Temple, Toronto, A.A.O.N.M.S. In religion he is a member of the Presbyterian Church.

In 1890 he married Miss A. V. Ellis, of Brantford, Ontario, and the result of the union has been two children, Robert D. Forbes and George A. Forbes. He is generally known as one of the most energetic and popular of the captains of Canadian industry.

H. CARGILL, M. P., CARGILL, ONT.

Henry Cargill, member of Parliament for the electoral district of East Bruce, is the son of David and Ann Cargill, who came to this country from County Antrim, Ireland, in 1824. He was born on the 13th August, 1838, at Nassagawega, in the county of Halton, Ontario. As a lad he attended the local schools, and finished his education by a course through Queen's University, Kingston. Mr. Cargill is to-day a prominent lumber manufacturer in the county of Bruce, and takes also an active interest in agriculture and stock raising, in both of which he has considerable investments. In the early sixties he became established in the lumber business in the county of Halton, where he then made his home. Thence he removed to Guelph in 1878, and in the year following on to the township of Greenock, Bruce County, where he established a mill for the manufacture of lumber, a flour mill, and a general mercantile business. His home he took up at Cargill, a station on the Grand Trunk Railway, named after him by the company. In religion Mr. Cargill is a Presbyterian. While ever attentive to the business with which he is more immediately connected, his judgment has been sought after and enlisted on the directorate of several important corporations. He is a Director of the Dominion Insurance Company. Mr. Cargill was first elected to the House of Commons in the general election of 1887 for the constituency he still represents. He has been throughout a consistent supporter of the Conservative party and of the policy for which that party has stood in Canadian politics. His record has been a most honorable one in the House. He is not a frequent speaker in debate, but possesses a knowledge of public questions and a keen common sense that has been of immense service to the gentlemen with whom he has been associated. From 1887 till 1896 Mr. Cargill sat as a supporter of the Liberal-Conservative Administration. Since then he has sat in Opposition, first under Sir Charles Tupper, and latterly under the party



leadership of Mr. R. L. Borden. He still adheres to the tariff principles which the party to which he belongs espoused a quarter of a century ago. He is a faithful attendant upon the sittings of the House and of the committees to which he has the honor to belong. As an agriculturist he naturally follows with a great deal of interest and attention the deliberations of the House Committee on Agriculture. He has also watched attentively the private legislation introduced from session to session. The member for East Bruce is altogether probably one of the most popular men in the House, and has friends on both sides of the Chamber. He married in March, 1864, Margaret Davidson, of the county of Halton, by whom he has had a family of one son and three daughters. Wellington Cargill, the son, is associated with his father in business in Cargill. The eldest daughter, Carlotta, died in June, 1891; the second daughter is Maggie, unmarried; the third daughter is Henrietta, wife of Wilson M. Southam, of the Ottawa *Citizen*, resident in the Federal capital.



WILLIAM WATTERWORTH, INGERSOLL, ONT.

William Watterworth was born of English parentage in Middlesex, Ontario, on 21st July, 1835, the youngest of a family of ten, all of whom settled in Canada, married and became the fathers or mothers of families. When a child, his father died, and early in life he became a working mechanic and followed for several years the business of a contractor and builder in his native county. Keenly alive, even when a young man, to business opportunities, he removed to the town of Ingersoll and became actively interested in the lumber trade for a period of five years. As it were a case of business evolution after his retirement from the lumber trade, he entered into the wholesale manufacture of furniture. Disposing of the furniture business, which had grown and prospered under his management, he then engaged in the pork-packing industry in Ingersoll. At the time when Canada was beginning to realize the value of the enormous heritage of the Great West, Mr. Watterworth was one of the first business men of the East to recognize the boundless possibilities offered by the agricultural development of what was then to the civilized world known only as the land of the Indian and bison and commonly referred

to as the Red River Country. Confident of its future, in 1878 he invested a large amount of money in real estate in the young Province of Manitoba, and adjoining State of Dakota in the United States. Suffering as did others in the consequent depreciation of the values of real estate from the wild-cat speculative fever that pervaded the financial world of the West in 1880 and the two following years, he faced the situation bravely. Although he suffered through his connection with syndicates, he holds an almost unique record as being a man who met every obligation in the now historic Winnipeg real-estate boom. When others were repudiating their obligations in every possible manner known to legal device, when the financial situation and ordinary business methods were disorganized, Mr. Watterworth discharged every moral and legal promise incurred. His honesty of purpose and executive ability have been appreciated by the town and county in which he has made his home. For over twelve years he was trustee on the Collegiate Institute Board and during the last twenty years of his life has been continuously either a Councillor or Warden of the county of Oxford. As President and principal owner of the Evans Piano factory, President and one of the largest stockholders of the Noxon Manufacturing Company, both of Ingersoll, he takes an active part in the management of these, and consequently Mr. Watterworth, has been compelled to decline further municipal or Parliamentary honors.

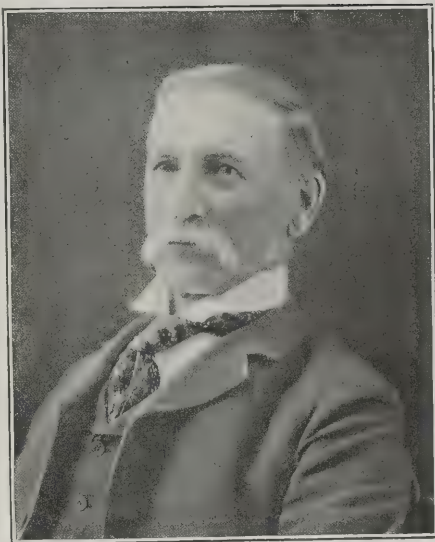
Married in 1860 to Mary Weeks, daughter of William Weeks, Esq., of Glencoe, of his six children, two of his sons, Samuel and Kenneth, are engaged with him in the business of the piano factory; Wentworth is employed in the Chemical Works, Detroit; George is a coal mine weigh master in Scotland; Henrietta G., the eldest daughter, is the wife of George H. Burk, a successful miner, now with his wife in South Africa with a view to making investments there; Miss Maud Watterworth, the youngest daughter, married Mr. Finlay McIntyre, of the St. Charles Condensed Creamery.

William Watterworth, the subject of this sketch, has been a commissioner for taking affidavits in the Queen's Bench for over forty years, having been appointed by Chief Justice Hagerty in 1859 and was placed on the list and appointed Magistrate in the year 1871.

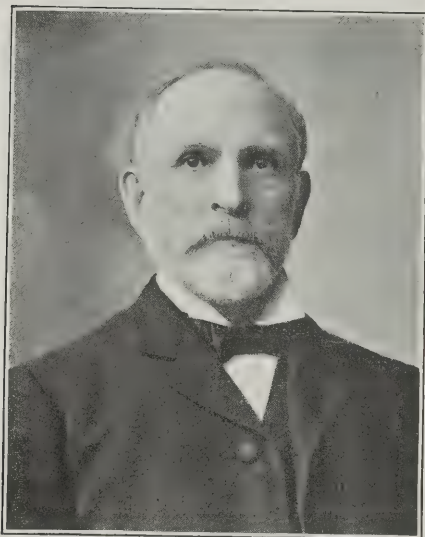
HON. JAMES McMULLEN
MOUNT FOREST, ONT.

Among those who have contributed much to the progress of Canada during the last half century no class has been of greater importance than the successful and honorable business men who have found time to devote to the welfare of their country. Of that class no one has taken a more prominent position in the council of the people (the House of Commons) than the Hon. James McMullen.

Born in the county of Monaghan, Ireland, on the 29th of November, 1833, he came to Canada when a boy of ten years of age with his father, the late Archibald McMullen, who began the life of a pioneer farmer near Fergus, Ontario, where the subject of this sketch attended school. On arriving at manhood he began business as a general merchant in Mount Forest, and was for a number of years a member of the Town Council. He was elected Reeve of Mount Forest in 1876, from which position he retired in 1879 to take part in the promotion and construction of the Georgian Bay and Wellington Railway, of which he was a Director and the Vice-President, and which on completion became amalgamated with the Grand Trunk, Georgian Bay & Lake Erie, of which he was also a Director, until the consolidation of the Grand Trunk system under one Board. But broader fields than those of local politics and the building of railways were opened up to the now successful young business and railway man of Mount Forest, and in 1882 he was elected as a Liberal to represent North Wellington in the House of Commons. No greater evidence of the confidence of a people could be given than the fact that he continuously represented that constituency for eighteen years—a constituency in which he lived and did business, and where he was intimately known. Early in his parliamentary life his knowledge of financial and commercial interests was recognized, and in a short time he was considered throughout the country, as well as by his fellow-members, one of the keenest critics of the financial administration of affairs by the Conservative Government. Upon the assumption of office by the Liberal party in 1896, consequent upon the defeat of the Conservative Government in the general elections of that year, his untiring zeal, supplemented by his knowledge of commercial detail, was of great service in the formation of the new order of things relating to the tariff and commercial interests generally throughout the Dominion. Strong though he was in his allegiance to the Liberal party, he has frequently shown that he was sturdily independent of his party when the welfare of his country, in his opinion, was



imperilled. In 1896 he was elected Chairman of the Standing Committee on Public Accounts in the House of Commons, and so long as he remained a member of that Chamber was of great value in the annual general accounting of the finances of the Dominion. Mr. McMullen has been considered one of the most advanced Liberals in the House, having advocated a reduction in the number of Parliamentary representatives in the House of Commons, an elective Senate, the abolition of the superannuation system, and the autonomy of each Province, and his practical and economic nationalism was shown by the introduction of an Act providing that owners of mining property and timber limits in Canada shall reside in Canada (except such owners as are British subjects). In 1902 he was called to the Senate of Canada. A good speaker, a keen and successful business man, who understands the needs and responsibilities of Canada, Mr. McMullen is in the Upper Chamber of Parliament a safe conservator of the rights of the people, and a representative of their most progressive interests. A Presbyterian in religion, he was married September 28th, 1858, to Mary Ann Dunbar, daughter of Mr. Robert Dunbar, of Guelph. Of his children, William McMullen is a general merchant, and James Albert McMullen a barrister in Mount Forest; Robert Thomas McMullen is an accountant, and Mrs. Dickey, wife of Walter S. Dickey, of Kansas City, Mo., U.S.A.



JOHN WALDRON SCOTT, LISTOWEL.

John Waldron Scott, banker, of Listowel, Ontario, was born in the township of Darlington, Durham County, Ontario, September 17th, 1835. His father, John Scott, a native of Jedburgh, Scotland, a veteran officer of the American War of 1812-1815, and at one time connected with the Hudson's Bay Company, a notary public, coroner, and Superintendent of Public Schools for the united counties of Northumberland and Durham for many years, and was the first clerk of the town of Bowmanville. His mother, Mary Wilson, was born of Scottish parentage in the United States, whence her parents came to Canada. In the struggles which the pioneers of the western part, of what was then known as Upper Canada, underwent in the settlement of Ontario during the first half of the nineteenth century, the subject of this sketch did his part. Educated at Bowmanville and at Victoria College, Cobourg, he began his business career as a farmer in his native township. Being successful in his farming operations, he entered with

enterprise into the general mercantile and milling business in Listowel in 1862. The success met with and his knowledge of the business resources of the district, led him to engage in the business of banking and in a few years the firm of J. W. Scott & Son was recognized as one of the most reliable private banking institutions in the Province. They have agencies in the towns of Listowel and Palmerston and the village of Clifford and are also materially concerned in banking with Mr. J. A. Halstead, in Mount Forest and Shelburne. Since 1872 Mr. Scott has been largely interested in the banking business and through it in several important industrial enterprises in Western Ontario. Mr. Scott is President of the Morris-Feild & Rogers Piano Company, is the only charter member of the British Mortgage Loan Company of Ontario, and Director of the Continental Life Insurance Company, Toronto, and was a Director of the Stratford and Lake Huron Railway Company, with Colonel Tisdale, S. S. Fuller, Postmaster of Stratford, and others, until its amalgamation with the Grand Trunk Railway Company. He was an active member of the Municipal Council of his town for years, and, as an indication of the esteem in which he was held by his fellow-townsmen of Listowel, he was elected Mayor for the years 1878-79-80-97-98.

Married first to Miss Jane Annis, of the township of Darlington, on the first of November, 1862, and upon her decease to Miss Sarah Mackenzie Livingstone, daughter of Mr. John Livingstone, a niece of David Livingstone, the great African explorer, on the 14th of March, 1873, he has six children: Mary Carlotta, David Livingstone, a partner with him in the banking business; Oswald Norman, a mining engineer of Queen's College, Kingston; Herbert Bertram, now in arts and medicine at Toronto University; Clarence Morton and Neil Livingstone, the two latter being yet at Listowel High School. He is a member of the Masonic Order and United Workmen and a Methodist.



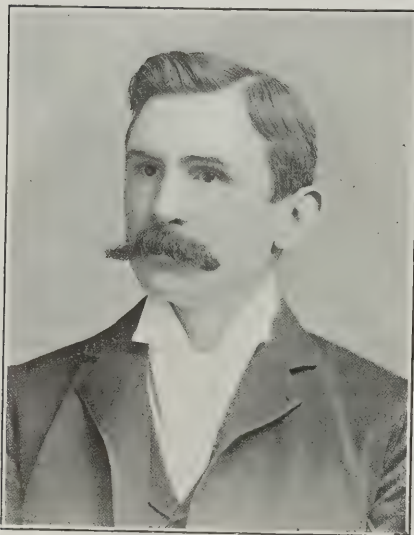
THOMAS LETSON PARDO, M. P. P.
CEDAR SPRINGS, ONT.

The descendant of a Worcestershire family, of England, whose grandfather, enlisted in the English army, left his native country, fought at Bunker Hill, and after the conclusion of the American War of Independence left Pennsylvania and made his home in the county of Essex, in what is now the Province of Ontario, Thomas Letson Pardo was born in the township of Raleigh, in the county of Kent, in the Province of Ontario, on the 21st of November, 1840. Educated at the public schools of his native county, he followed the customs of the Canadian farm, and early acquired a knowledge of the multifarious duties of a farmer's life and the practical side of agriculture. Animated with the adventurous spirit of youth, and the desire for wealth and adventure that possessed the civilized world at the time of the first great discoveries of gold in British Columbia, he spent three years, from 1860 to 1863, in a trip to British Columbia, via Central America. Upon his return he devoted himself to farming and lumbering with his father and brother, and soon established himself as one of the most enterprising farmers and lumbermen in that district, as well as a citizen interested in the local and public questions affecting the welfare of his district and country. Since the year 1873 the subject of this sketch has had evidence of the confidence of his neighbors and those with whom he transacts the daily affairs of life, by his election either as Reeve, Deputy-Reeve and Councillor of the township of Raleigh, in the county of Kent, in the County Council, of which county he was also a member. Interested deeply in public affairs, and enjoying in a marked degree the confidence of the people, he presented himself for election as the Liberal candidate in the riding of West Kent in the general elections held throughout the Province of Ontario in the year 1894, and was successfully elected and has continued as the representative of West Kent in the Ontario Assembly since that time, he being elected at every subsequent election.

A Methodist in religion and a member of the Masonic Order, and of the Ancient Order of United Workmen, he is, beyond business and



political duties, deeply interested in the social and religious progress of the district which he represents in the Provincial Assembly. On Christmas Day, 1865, he married Ellen Jane, daughter of James Price, at the town of Chatham, and the issue was five children, two sons and three daughters: Minnie, Bertha, Gilbert L., Helena and Hilton M. He resides at Cedar Springs, in the said county of Kent, where he manages his various farming and lumber and milling interests. A resident of the district where he has lived, with the exception of the three years he has spent in the Province of British Columbia, ever since his birth, Mr. Pardo is particularly well informed regarding the desires and feelings of the electors he represents on the floor of the Assembly Chamber, and is particularly able to safeguard the interests of his constituents in a county where he has lived practically all his life. Conversant, therefore, with local conditions, thoroughly trained in the matters of municipal government through his official connection with both the county and township councils, he is a valuable personality in the Provincial Legislature, which has so much to do with the regulations affecting the government of municipalities.



HERBERT DAVID SMITH, CHATHAM, ONT.

In the political and social life of Western Ontario, as well as of high standing in his profession, Herbert David Smith, Barrister, of the town of Chatham, in the county of Kent and Province of Ontario, is a prominent man. The son of Dr. Jacob Smith, who was a native of Beamsville, Ont., a graduate of Toronto Medical College in 1856 and for thirty years a medical practitioner in the County of Kent, the first Reeve of Ridgetown, and later the Warden of the County of Kent and the Liberal candidate for the Legislative Assembly for that constituency in the year 1867, he was born in Ridgetown on the 12th of November, 1866. His paternal ancestors were United Empire Loyalists, and his great-grandfather served in the British Army during the American Revolutionary War. His mother, Elizabeth Smith, was of Canadian birth. Educated at the Public and High Schools and the Collegiate Institute of Ridgetown, and resolving to make the profession of the law his life-work, he became entered at Osgoode Hall, Toronto, as a student-at-law. First articulated to Nathaniel Mills, barrister and notary, and then to Charles McDonald, barrister and attorney, he, while

attending the Law School in Toronto, studied under articles to McDonald, McIntosh & McCrimmon, barristers, of Toronto. Admitted in due course and after examination to the Bar of Upper Canada at Osgoode Hall as a barrister-at-law, he began the practice of his profession at the place of his birth, Ridgetown. During the early years of his professional life he specially devoted himself to the study and practice of general and commercial law. His reputation at the bar soon became established as a lawyer of repute, and on the 15th of July, 1902, he was appointed by the Ontario Government County Crown Attorney of his native county, when he removed to the town of Chatham, the county seat. At Ridgetown Mr. Smith enjoyed a large practice and was Solicitor for the Molsons Bank, the township of Howard and the town of Ridgetown, both in the county of Kent. A pronounced Liberal in his political bearings, he was successively Vice President and President of the Young Men's Liberal Association of Ridgetown since the organization of that association, was secretary of the East Kent Liberal Association and active in the political contests in the constituency, also was agent for John Lee, M.P.P., in two elections in East Kent in 1901-1902.

Mr. Smith is a Presbyterian in religion and a member of the Masonic Order A. F. & A. M., a Knight of Pythias, a member of the Canadian Order of Foresters, and an Oddfellow.

Married in the year 1895 to Beulah A. E., daughter of Mr. John G. Hay, he has a family of two children. Devoted to his profession and active in his professional duties in connection with the responsible office which he fills, Mr. Smith, although debarred to a great extent from active participation in public affairs of a political kind, is a public-spirited citizen, and takes a non-partisan interest in all matters of public or local concern affecting the welfare of the city of Chatham and the county of Kent. Connected as he is with the various social and secret orders, he will be a considerable factor in the municipal and social progress of the town of Chatham, where he now resides and practises his profession.

A. F. MacLAREN, M.P., STRATFORD, ONT.

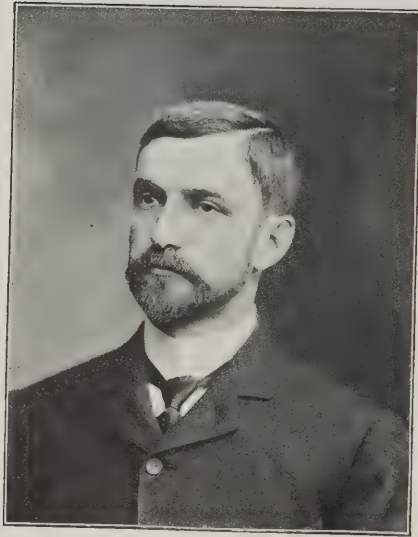
Alexander Ferguson MacLaren, M.P., Stratford, Ontario, represents the constituency of North Perth in the House of Commons. He was born February 3rd, 1854, in Perth, Lanark County, and commenced his education at an early age at an old-time country school in the township of Hibbert, Perth County. His father was John MacLaren, who also was born in Lanark County. The subject of this sketch entered the business world with an ambitious object in view, when he was between nine and ten years of age, by taking the juvenile duties on a farm at \$1.50 per month. He continued farming in summer and school in winter until he was sixteen, during which period he not only obtained an intimate knowledge of chores but got a keen insight into the possibilities of the dairy business for Canada. On leaving the farm he took up the study of cheese-making at Fullerton's Corners, Perth County, and progressed so favorably that he eventually became manager of the cheese factories in Middlesex and Waterloo Counties. He branched out further and worked with Mr. Joseph Kidd in grain, timber, lumber, salt and general store business. His next venture was handling and buying cheese in Stratford, which he continued for several years. In 1891 he commenced importing cheese as MacLaren Bros., and in the following year initiated the manufacture of MacLaren's Imperial cheese which now has a world-wide reputation. For a number of years he was asked to bear the Conservative standard for the North riding of Perth, but it was not until 1896 that he consented. He ran against Mr. Grievies, and redeemed the constituency for the Conservative party. At the general elections in 1900 he was again returned, majority 280. Mr. MacLaren was President of the Young Conservative Association of Stratford in 1894-1895, and his usefulness is demonstrated by the fact that he was President of the Dairymen's Association of Western Canada, is a Director in the Dairymen's Association Board, Judge of large Cheddar cheese and the big cheese at



the World's Fair in Chicago in 1903, Judge of cheese at Ottawa, London and Toronto Exhibitions, and twice at the Pan-American Exposition, Buffalo. He is also Vice-President of the Ontario Curling Association. In 1900 the A. F. MacLaren Imperial Cheese Co., Limited, was formed, amalgamating with it Mr. MacLaren's partners, H. F. Wright & Co. and MacLaren Bros., with offices at Toronto and Detroit. He is President of the Summit Lake Mining Co., the Imperial Plaster Co., the Imperial Veneer Co., Vice-President of the National Portland Cement Co., and the International Portland Cement Co., and a Director of the Equity Fire Insurance Co.

Mr. MacLaren was married April 29th 1885, to Miss Janet MacLeod, fourth daughter of the late James MacLeod, of Woodstock, and they have one son, Kenneth Ferguson MacLaren, who was born August 17th, 1887.

Mr. MacLaren is a valued member of the Toronto Industrial Exhibition Association. He is a man of entertaining personality combined with shrewd business instinct, and is an extremely popular man with both his political friends and opponents.



WILLIAM PRESTON, STRATFORD, ONT.

William Preston, of the city of Stratford, in the county of Perth, one of the largest contractors in the Province of Ontario for the construction and equipment of flour mills and elevators, is the son of the late James Preston, a well-known Methodist clergyman who came to Canada from England at the age of twenty-two, and during his ministry had charge of congregations at Simcoe, Belleville, Toronto, Woodstock, Dundas and other cities and towns in Ontario, and of Emmeline A. Phelps, his wife, a Canadian. The subject of this sketch was born at Simcoe on the 16th September, 1862, and was educated at the public schools of Dundas and Goderich and the Collegiate Institutes of Thorold and Goderich. He began his business career as clerk and bookkeeper in the office of the British Mortgage Loan Company at Stratford, which was under the management of his uncle, William Buckingham, where he remained for four years. He then entered the office of the Geo. T. Smith Purifier Company of Stratford, a new business established by a United States firm for the manufacture of flour mill appliances and for five years remained in the employ of

that company. In 1889 he removed to Bois-sevain in Manitoba where he erected a flour mill with a capacity of 150 barrels a day and carried on business as a miller under the firm name of Preston & McKay until the year 1894, when he returned to Stratford and purchased his present business continuing that of his former employers, the George T. Smith Purifier Company. This business, conducted under the name of the Stratford Mill Building Company, of which the subject of this sketch is the proprietor, consists of contracting for building and equipping flour mills and elevators and manufacturing all kinds of flour mill machinery, steam and gas engines. This company is also the representative in Canada of the Ellis-Chalmers Company of the city of Milwaukee in the United States of America. The Stratford Mill Building Company has built and equipped a large number of flour mills erected throughout Canada from Halifax to Vancouver.

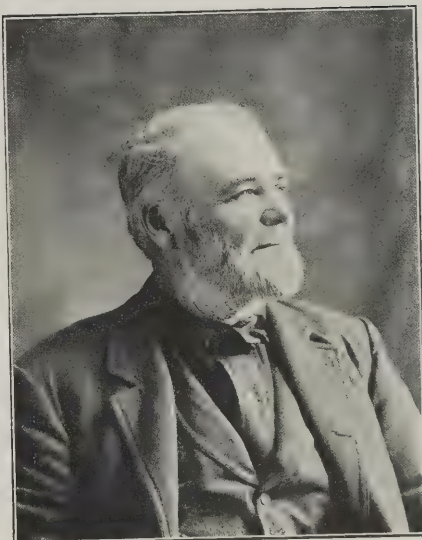
Mr. Preston is President of the Young Men's Liberal Association of Stratford, and Vice-President and Chairman of the Executive Committee of the Liberal Association of Perth County and has been a member of the Stratford School Board for several years and Chairman of the Management Committee for three years and is now Chairman of the Board. He was largely responsible for the appointment of a Joint Committee from the Collegiate Institute, Public and Separate School Boards for the purpose of taking up classes in Domestic Science and Normal Training. A fine building was erected for this purpose, and Mr. Preston is the first Chairman of the Joint Committee. Mr. Preston was President of the Stratford Board of Trade for two years, and last year was a delegate of the Board of Trade Conference in Toronto.

Mr. Preston is a Presbyterian in religion. Deeply interested in the welfare of the city of Stratford, actively concerned in political affairs and the head of a large business which in its operations covers the whole Dominion, Mr. Preston is a strong factor, not only in the progress of Western Ontario, but also in an industry in the development of which lies much of the prosperity of Canada.

JAMES WYNARD STEINHOFF
WALLACEBURG, ONT.

Holding a prominent position both afloat and ashore in the commercial progress of Canada, James Wynard Steinhoff, of Wallaceburg, in the Province of Ontario, retired lake captain and capitalist, has for nearly half a century been a conspicuous personality in the prosperity of Western Ontario. Of United Empire Loyalist stock, his grandfather, James Steinhoff, having abandoned his home in Pennsylvania at the close of the American Revolutionary War, he is the son of the late John Steinhoff, a farmer near Long Point, Ontario, and Mary A. Osterhout, his wife. Born in St. Thomas, Ontario, on the 1st of October, 1834, he received the usual school education of those early days until the age of twelve at Chatham, when he was employed in carrying the royal mail on horseback between Chatham and Windsor for one year. Afterwards he drove the mail stage between Chatham and London for a year. Then he began his sailing career as cook for the *Belle of Chatham*, a small sailing vessel plying between Chatham and Montreal. In 1848 he went to Wallaceburg and worked in logging camps and sawmills until the age of 20. With his accumulated savings he built a scow and began his successful career as a vessel-owner by towing wood to Detroit. From the beginning he continued as a lake captain for thirty years, commanding many well-known vessels.

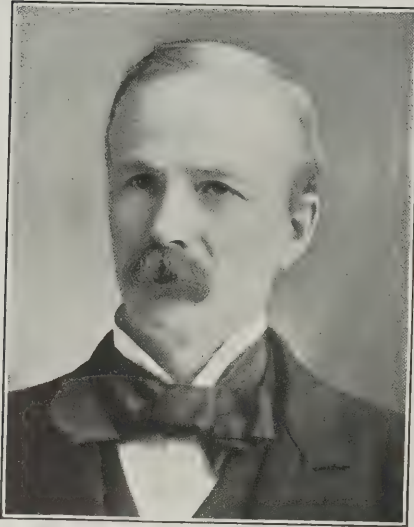
In 1873 he built and operated the *Dominion*, his first venture as a ship-builder, and in later years he built the *Steinhoff*, *P. E. McCarrill*, *W. S. Ireland* and raised and rebuilt the *Mary Wood*. Among the well-known vessels commanded by Captain Steinhoff were the *City of Montreal*, *Amily*, *Islander*, *Franklin Moore*, *Clifton* and *Romeo* plying Lakes Huron, Erie, Ontario and the River St. Lawrence to Montreal. In 1901 Mr. Steinhoff sold the last of his boat interests. Upon his retirement from his sailing life he became a farmer on an extensive scale, having 2,550 acres adjoining the town of Wallaceburg, and has laid out and sold several additions of town lots to the said town. Interested largely in the financial and commercial progress of Wallaceburg, he is



President of the Sydenham Glass Company, Limited, one of the first glass factories to be established in Canada, which is capitalized at \$150,000 and employs from 350 to 400 hands during the season of manufacturing, making all kinds of glass goods and supplying the trade between Sydney, Cape Breton, and Victoria, British Columbia. This factory was established in 1896. Mr. Steinhoff is a member of the Steinhoff & Gordon Company, organized in 1884, manufacturing coopers' stock and having several manufacturing plants in the Province of Ontario and the State of Michigan, with the headquarters of the company at Wallaceburg. He was for twelve years a member of the firm of Steinhoff & Lillie, private bankers, when the firm dissolved. He is a member of the firm of Steinhoff & Hinnegan, manufacturers of flax and tow, the plant of the firm being established in 1897 at Wallaceburg and now employs from 50 to 60 hands during the manufacturing season.

A member of the Church of England, and a Conservative, he was elected the first Mayor of Wallaceburg, having served for several years as a member of the Council prior to the incorporation of the town.

Married in 1859 to Annie Purser, at Chatham, he has one child, Eva K. Steinhoff.



JOHN COWAN, K.C., SARINIA, ONT.

Eminent at the bar and active in the development of the commerce and industry of his district, is Mr. John Cowan, K.C., of Sarnia, Ontario, the head of the well-known legal firm of Cowan & Towers. Mr. Cowan can hardly be described as a native of any land, for he was born in mid-ocean on July 8th, 1849, while his parents were *en route* from Scotland to make a new home for themselves in Canada. His father, John Cowan, and his mother, Catherine Sinton, on arriving in Canada with their newborn son, settled in the township of McKillop, in the county of Huron, and here young Cowan received his early training. He attended the district schools and finally passed the county examinations. Certified as an instructor, he taught in the district schools in Huron and Perth Counties until the age of twenty-five, when having resolved to embrace the profession of law, he entered as a student the office of the well-known barrister, John Idington, K.C., of Stratford. For three years he remained there, afterwards proceeding to the Law School at Toronto and graduated in 1879. In February of that year he was called to the bar at Osgoode Hall and at once commenced

the practice of law at Dresden, Ontario. He remained but six months, removing to Watford in the autumn of 1879. There he practised until 1883, when he formed a partnership with the late Mr. Justice Lister, then James F. Lister, Q.C., of Sarnia, and removed to the latter town. Here they practised under the firm name of Lister & Cowan until 1898, when the former was elevated to the bench of the Court of Appeal. Mr. Cowan then formed a partnership with Mr. Robert I. Towers under the name of Cowan & Towers. The firm is widely known in municipal and general practice. They are solicitors for the county of Lambton, the town of Sarnia, the village of Point Edward and the townships of Sarnia, Moore, Dawn, Brooke, Warwick and Bosanquet as well as other municipalities. In general practice they are solicitors for the Traders Bank of Canada, the Merchants Bank at Watford, the Industrial Mortgage & Savings Company, Limited, of Sarnia; the Goodison Thresher Company, Limited; F. McGibbon & Sons and Jacob Lawrence & Sons, lumber merchants, all of Sarnia, and the Thorn Implement Works of Watford. Since 1898 Mr. Cowan has been President of the Industrial Mortgage and Savings Company of Sarnia, which was organized in 1890 with a capital of \$500,000, and now has a million and a half under loan in Lambton and surrounding counties. He is also a Director of the Goodison Thresher Company of Sarnia, which manufactures an extensive output of threshing engines and separators. He received his commission as King's Counsel in June, 1902.

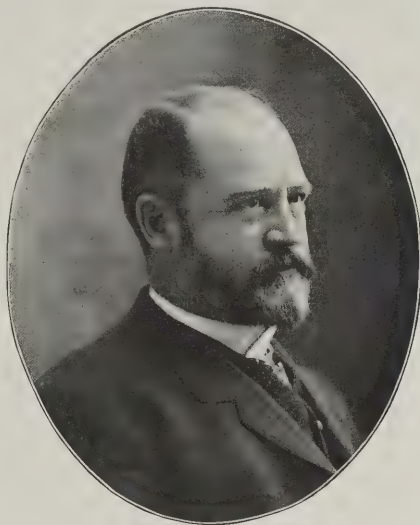
In politics Mr. Cowan is an enthusiastic Liberal, the President of the Liberal Association of Sarnia and a member of the Executive Committee of the Liberal Association of West Lambton. He has necessarily been a very active party worker. In religion he is a Presbyterian and is an elder of St. Andrew's Church, Sarnia. He is also a member of the Sons of Scotland and of the Canadian Order of Foresters.

In 1881 he married Miss Eliza McIntyre, daughter of Mr. John McIntyre, late of the county of Huron, and he and his family have since the spring of 1883 resided in Sarnia.

T. G. JOHNSTON, M.D., M.P., SARNIA, ONT.

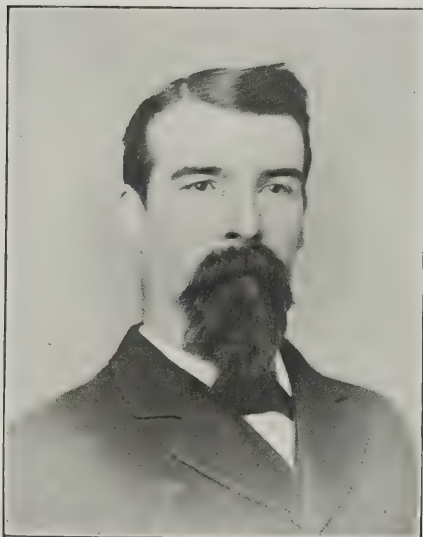
One of the best known members of the House of Commons is Mr. Thomas George Johnston, M.D., M.P., of Sarnia, Ont., and the representative of the Federal Riding of West Lambton. He was born at Sarnia on August 4th, 1849. His father, T. W. Johnston, M.D., came from the North of Ireland in 1832, and settled on a farm in Moore township, Lambton county. Deciding, however, to adopt the profession of medicine, he in 1833 entered the Louisiana Medical College at New Orleans, and graduated as a physician in 1837. Returning to Sarnia he practised there for many years, and in his latter days was Registrar of the county of Lambton. The mother of the subject of this sketch was Grace, the daughter of Thos. Sutherland, of Edinburgh, Scotland. Dr. Johnston attended the public and grammar schools at Sarnia as a boy, and in 1867 entered the medical department of the famous University of McGill, at Montreal, and in 1871 graduated with the degree of M.D. Returning to Sarnia, as his father had done before him, he began the practice of medicine, and has been actively engaged therein ever since. He was instrumental in helping to establish a general hospital at Sarnia. In addition, Dr. Johnston has bestowed a great deal of attention on public affairs. He served on the Municipal Council of Sarnia for several years, and during the year 1896 and 1897 was Mayor of the town, and was also for four years a member of the Sarnia School Board.

In politics he has always been a staunch supporter of the Liberal party of which Sir Wilfrid Laurier is the head. He has served as President of the Liberal Association of West Lambton. At present he is a member of the Executive Committee of the party in that riding. At the bye-election of December 14th, 1898, caused by the elevation to the bench of the late Mr. Justice Lister, he was the unanimous choice of the Liberals of West Lambton



as the successor to that distinguished man. He was successful in defeating the Conservative candidate, Mr. John Farrall. At the general election of November, 1900, he was re-elected, defeating Mr. W. J. Hanna, a very strong candidate. In the House of Commons Dr. Johnston is a member of the Standing Committees on Railways and Canals, the Library, Agriculture and Printing. In former years Dr. Johnston took an interest in military affairs, and was a member of No. 8 Sarnia Company of the Lambton Provisional Battalion during the Fenian raid of 1866-7, and wears the medal for service in that company.

He is a member of the Church of England, and is a member of the Masonic body, R.A.M., Knight Templar of St. Simon of Cyrene, Scottish Rite and Consistory at London. He is also connected with the I.O.F. In 1873 he married Miss Frances, daughter of the late George Brown, of Goderich, and has two sons and three daughters. The sons, Kenneth and Godfrey, are connected with the Imperial Oil Company, of Sarnia, and the former was a member of the first Canadian contingent which went to South Africa.



DAVID MILNE, SARNIA, ONT.

One of the best known and most enterprising business men of Western Ontario is David Milne, of Sarnia, President of MacKenzie, Milne & Co., Ltd. Mr. Milne was born at Airlie, in Forfarshire, Scotland, on April 19th, 1848, the son of Thomas Milne, a contractor, and Susan Baxten his wife. His father dying when he was yet a very small boy, Mr. Milne was only able to attend the winter terms of school at Airlie, and at the age of thirteen was articled to the firm of G. H. & G. Nicoll, ironmongers, at Dundee. He served his term and thoroughly learned the hardware business, and on completion of his apprenticeship was engaged by the firm. In all he was with them for ten years—that is to say, from 1861 to 1871. In the latter year he came to Canada and worked for one summer at Montreal, after which he engaged with the hardware firm of Rice Lewis & Sons, at Toronto. In 1873 he took a position with J. & C. MacKenzie at Sarnia, which has ever since

been his home. In 1882 he was taken into the firm as a partner, and in 1900 the firm was incorporated as MacKenzie, Milne & Co., Ltd., with Mr. Milne as President of the corporation. The old firm of J. & C. MacKenzie, which was organized in 1848, was the first to establish and operate an oil refinery in Canada, and the modern company which has grown therefrom owns and operates upwards of one hundred oil wells in the Petrolea and Oil Springs District to-day. The company also deals extensively in wholesale and retail hardware, oil well supplies, and contractors', steamfitters' and plumbers' supplies. Mr. Milne himself owns a large tract of oil lands in Sarnia and Enniskillen townships, and is known as an oil operator. During the rapid development of the oil belt, shortly after his coming to Canada, he bought and sold oil prospects and lands, put down oil wells, and met with the usual failures and successes. Indeed, at the outset, his failures were numerous, but with his Scottish pluck and his confidence of the future, he continued undiscouraged, with the result that his later successes compensated him for all his earlier losses. He is a director of the Sarnia Gas Company, which supplies Sarnia and the village of Point Edward as well. He is also Vice-President of the Nepigon Transportation Company, Limited, which operates a line of steamers between the Nepigon District and Lake Huron Ports.

In politics he is a Liberal, and he has devoted himself to municipal affairs; for five successive years he has been elected by acclamation to the Municipal Council of Sarnia, an evidence of the esteem in which he is held by his fellow-citizens. In religion he is a Presbyterian and is also connected with the Masonic body.

In 1879 he married Miss Mary Leys, daughter of Mr. Alex. Leys, of Sarnia, and has a family of two children.

D. A. GORDON, WALLACEBURG, ONT.

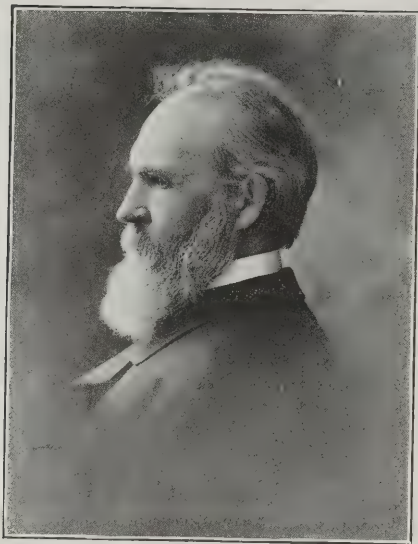
One of the leading captains of industry of Western Ontario is David Alexander Gordon, of Wallaceburg, Ont. He was born near the town where he still resides, on January 18th, 1858, the son of Aaron Gordon, a farmer, and Jane Steinhoff, his wife. Both parents were Canadian born, but the father was of Scottish descent. The subject of this sketch attended the public schools of Wallaceburg until the age of fourteen, when in 1875 he went into the printing office of the *Wallaceburg Advocate*, a weekly publication, and worked up from "devil" to compositor. Learning the newspaper business he went back to the farm, attending Wallaceburg school during the winter months. In 1881 he started in as a manufacturer of staves in a small way, and in 1882 he became a partner in the firm of Steinhoff, Schnoor & Co., and branched out in a larger way. In a year or so Mr. Schnoor withdrew and sold his interests, and the firm has since continued under the name of Steinhoff & Gordon, manufacturers of coopers' stock. They have plants not only at Wallaceburg, but at Tweed and Cowal, Ont., and also a plant at Ontonagon, Mich. They are also interested in several other Ontario plants for the manufacture of coopers' stock. Mr. Gordon is also interested in other important industries. In 1901 he took up the formation of the Wallaceburg Sugar Company, designed to develop the sugar beet industry. He interested capitalists in the possibilities of his project, so that a plant was built and came into co-operation in 1902. On the organization of the Company Mr. Gordon was made President and General Manager, having such associate directors as John Charlton, M.P., Henry Cargill, M.P., M. A. Dymont, of Barrie, A. G. Laidlaw, Toronto, and James Steinhoff, of Wallaceburg. The plant has a daily capacity of 700 tons of sugar, and has 4,000 acres under cultivation for sugar beets in Kent and adjoining counties. It is one of the best sugar equipped plants in existence. Mr. Gordon is also Managing Director of the Sydenham Glass Co., Limited, of Wallaceburg, which was established in 1896, and manufactures glass of all descriptions. This important industry was



one of the first of its kind to be established in Southern Canada, and supplies the trade from Sydney, C.B., to Victoria, B.C., employing from 350 to upwards of 400 hands, according to need. In 1902 was organized the Wallaceburg Cooperage Company, for the manufacture of coopers' stock, and of this Company Mr. Gordon is President.

In religion he is a member of the Church of England, and is connected with the Masonic Order and the Oddfellows' Society. He served for four years in the Wallaceburg Company of the Twenty-fourth Battalion, retiring with the rank of Lieutenant. He has played his part in public affairs, and was for three consecutive years Mayor of Wallaceburg. In politics he is a staunch Liberal, and in the elections of 1900 was the candidate of his party for the House of Commons in the riding of Bothwell, but was defeated by James Clancy, M.P.

In 1883 Mr. Gordon married Miss Rose Fox, daughter of Benjamin Fox, a merchant of Bay City, Mich., and has a family of eight children, seven sons and one daughter, Miss Ruby Gordon, a graduate of Haverall College, and well known in musical circles as a charming contralto singer.



J. H. FAIRBANK, PETROLEA, ONT.

The largest oil operator and the man to whom the town of Petrolea, the oil centre of Western Ontario, owes much of its present development, is Mr. J. H. Fairbank of that town, who, an American by birth, has for forty years made himself a progressive Canadian. Mr. Fairbank was born at Rouse's Point, N.Y., on July 21st, 1831, and was a descendant in the eighteenth generation of Jonathan Fairbank, who landed at Boston in 1633 and settled at Dedham, Mass. Of this old family came many active men of to-day, amongst them Senator Fairbank, of Indiana, manufacturer; N. K. Fairbank, of Chicago, scale manufacturer; Thadeaus Fairbank, of St. Johnbury, Vermont, and many others. The father of the subject of this sketch was Asa Fairbank and his mother Mary Oliver, also American born. He was educated at village schools and Chaplain Academy, N.Y., and as a youth he became attached to surveying and engineering. In 1853 he came to Canada and engaged in surveying in Ontario. In 1861 he located at Oil Springs, Ontario, where crude petroleum had been dis-

covered and was one of the first to promote the oil industry in Canada. At that time the oil belt was located miles from any railroad and the operators were forced to use crude appliances to sink their wells and to undergo genuine privations and personal hardships. Of these Mr. Fairbank had his share. In 1865, after having been for four years a producer at Oil Springs, Mr. Fairbank removed to Petrolea, where he has since been a large operator. He owns and operates many wells in the oil belt of Ontario. He was the originator of the system now in general use in Canada by which a central power is used to operate a chain of wells. In addition to his oil wells, Mr. Fairbank has other large interests in his district. He is President of the Crown Loan and Savings Company of Petrolea, and is a member of the firm of Vaugh & Fairbank, private bankers, organized at Petrolea in 1869. He is also a partner in the business of Van Tuyl & Fairbank, of Petrolea, dealing in hardware and oil well supplies, a firm organized in 1867. He is owner of the Stephenson Boiler Works and Foundry; is interested in the Petrolea Pork Packing Co., and in the Milner Wagon Works of Petrolea. In brief, as has been seen, he is a business man of enterprise and of mind. Mr. Fairbank has also interested himself in public affairs and served as head of the municipal council for several years.

In politics he is a Liberal, and in 1882 was the candidate of his party for the House of Commons in East Lambton. He was successful and sat at Ottawa until 1887. Needless to say he is a naturalized citizen of Canada. He is an adherent of the Church of England. In 1885 he married Miss Edna Crysler, daughter of Hermann Crysler, of Niagara Falls, Ontario. She died in 1896, leaving two children, Chas. O. Fairbank, M.D., of Petrolea, who is also a large oil operator, and Mary Edna, wife of Huron Rock, of Santa Barbara, California.



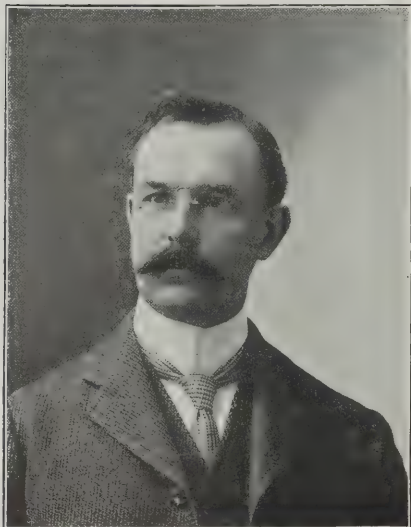
JACOB LEWIS ENGLEHART, PETROLEA, ONT.

In the great petroleum producing district of Western Ontario, among the men who have through their energy and ability done much to develop the natural resources of that region, and have been considerable factors in the progress and building up of the oil regions of Canada, is Jacob Lewis Englehart, of the town of Petrolea, in the county of Lambton and Province of Ontario. Mr. Englehart is one of the largely increasing number of natives of the United States of America whose business opportunities and inclinations have determined them in making Canada their home. Born in the City of Cleveland, in the State of Ohio, November, 1845, was educated at the Public and High Schools of his native city, and began business early in life as a clerk in a store and passed through the various stages of promotion until he was called to New York. In 1866 he became a member of the export firm with which he was identified—being the principal of the firm of J. L. Englehart & Co.—establishing works at London, Ontario, with offices in New York, and virtually the pioneers in the refining, producing and exportation of Canadian petroleum and its products, continuing until 1881, when many of the Canadian oil producers and refiners determined upon an amalgamation of their various interests—which was done under the name of the Imperial Oil Company,

Limited—removing the principal works to Petrolea, Ontario, with largely increased capacity, necessitating improved facilities of transportation, manufacturing and business requirements to comport with the strenuous demands of the captains of industry. To meet this call the works were removed to Sarnia, Ontario, where the most extensive and complete plant in Canada, if not in America, was erected. Upon the formation of the company Mr. Englehart was elected its Vice-President, which position he still holds. A Liberal-Conservative in politics and President of the Liberal-Conservative Association of the town of Petrolea and township of Enniskillen for several years, Mr. Englehart has never offered himself for political honors. He is an attendant of the Church of England; a member of A. F. & A. M., also of the Scottish Rite 32°.

In 1890 he was married to Charlotte Eleanor, daughter of Thomas Thompson, of Middlesex County.

Notwithstanding the extensive demands upon his time through business connections, etc., Mr. Englehart is interested in the London & Western Trust Company, of London, of which he is Vice-President, and in the Crown Savings & Loan Association, of Petrolea, of which he is Vice-President.



WILLIAM ENGLISH, PETROLEA, ONT.

A man of prominence in the commercial and agricultural progress of Western Ontario, and a public-spirited citizen in affairs of municipal and political consequence, William English, of the town of Petrolea, in the county of Lambton, is one of the leading personalities in the progress and industry of his native Province. Born in the township of London, in the county of Middlesex, in the Province of Ontario, the son of Adam English, a Canadian farmer, who became interested in the refining of oil, and Eliza Crockett his wife, who came to this country in childhood, he was educated at the public schools at London, Ontario, until the age of ten when his parents removed to Sarnia. He attended the public schools of that town until the age of 16, when he began his business life as a clerk in an office, and was engaged in the employ of Henry Warren Lancey, one of the best known oil men of the Petrolea district who was at that time engaged in putting down and operating oil wells near Petrolea, having headquarters at that town, the subject of this sketch being in charge. From

1881 he had charge of the clerical work of Mr. Lancey's business until 1891, when upon the death of the latter he took charge and closed up the business of the estate in 1896. In the latter year Mr. English was appointed Secretary of the Crown Savings & Loan Co., which position he still retains. This Company, which was incorporated in 1880 with a capital of \$200,000, has conducted a large business in the way of loans on improved real estate in Lambton and adjoining counties. The Company's report for 1901 shows \$366,000 loaned on real estate. Mr. English is President of the Milner Petrolea Wagon Co., Limited, at Petrolea, which manufactures the well-known Milner Wagon, having a capital of \$100,000 and employing from sixty to seventy men. The product of the plant is sold principally in Ontario, Manitoba and the Northwest Territories of Canada. Mr. English is materially interested in the oil-producing industry and owns and operates oil wells in the Petrolea district. He has been engaged in oil production since 1890. Deeply interested in the dairying industry of Canada, he organized and capitalized in 1902 the Lambton Creamery Company, which is equipped with a modern plant at Petrolea and exports all its butter to England. Mr. English also owns and operates a large farm near Petrolea, devoted largely to dairy interests and cattle-raising.

A Conservative in politics and interested in municipal government, he has been a member of the Town Council at Petrolea and also Mayor of that town. Elected the first Water Commissioner of Petrolea, he has occupied that position ever since his appointment. Mr. English is a Presbyterian in religion and a member of the Board of Management of that church in Petrolea. In politics he is a Liberal-Conservative.

He was married at Petrolea in the year 1891 to Ella, daughter of Mr. Henry Warren Lancey, of the town of Petrolea.

MICHAEL J. HOGAN, MONTREAL



AMONG the contractors for the building of public and railway works throughout the Dominion of Canada, Michael J. Hogan, of Westmount, Montreal, holds a prominent position. Of Irish descent, his father, Michael Hogan, a native of Clonmel, Ireland, came to Canada in 1837, first settled in Ottawa Valley, and afterwards removed to Dorchester County in the Province of Quebec, where he engaged in lumbering and farming and where the subject of this sketch was born on the 24th of July, 1848. Educated at the parish school until the age of fourteen, he then moved, when his father died, to the city of Quebec, where he attended for two years the private school of the late Mr. William Thom. About this time he secured a position as clerk in the Quebec agency of the British American Insurance Company, where he remained for some years; he was next employed by a lumber firm in the State of Maine.

In July, 1872, Mr. Hogan joined the contractor's staff on section 18 of the Intercolonial Railway, where he remained in various capacities from timekeeper to General Manager until the completion of the work in 1876. In that year he obtained his first contract, the construction of several snowsheds in the Metapedia Valley. In 1877 and 1878 he carried out sub-contracts on the North Shore Railway between Quebec and Montreal, including the construction of the Piles Branch, a very heavy piece of work. In 1879 Mr. Hogan travelled through Manitoba and the Northwest

Territories with a view to possible work in the future there, but he returned East and undertook the construction of a portion of the Quebec Central Railway in the Province of Quebec. In 1880 to '85 he partly rebuilt the railway between Levis and Rivière du Loup, a distance of 126 miles, being that part of the old Grand Trunk secured for the Intercolonial System, also the St. Charles branch of the Intercolonial Railway, including a terminus at Levis. Jointly with the Dominion Bridge Co., of Montreal, he constructed the half-million dollar cantilever bridge over the St. John River at St. John, N.B., and a trestle bridge across Halifax Harbour from Richmond to the Dartmouth side. He has been actively engaged ever since on all sorts of work; some of his contracts have been: Construction of the Pictou Town Branch, from Stellarton to Pictou, N.S.; a section of the Bay Chaleurs Railway; a section of the Bangor and Aroostook Railway, in the State of Maine; track laying, ballasting and 65 miles of the Megantic Branch of Quebec Central Railway; section 12 of the Soulanges Canal, etc.

Associated with Mr. Allan R. Macdonell, of Montreal, under the firm name of Hogan & Macdonell, they undertook the Port Colborne Harbour Works (breakwaters, docks, etc.) in the spring of 1900. These works are now well advanced, and are being carried out to the satisfaction of all concerned.

Mr. Hogan married, in 1875, Elizabeth, daughter of the late John Moore, of Quebec city; has one son, John Moore Hogan, now a student of Engineer at McGill University, Montreal.



HIS HONOR JUDGE HARDING
LINDSAY, ONT.

Among the members of the County Court Bench of the Province of Ontario who are particularly well known throughout Canada, not only for their legal attainments, but through social and Masonic prominence, is John Elley Harding, K. C., of Lindsay, Ontario.

The son of John Harding, who came from Ireland to Canada in 1820, and Jane Talbot, his wife, he was born in the township of Beverley, in the county of Wentworth, 29th of May, 1840.

He was educated at the common schools, by private tuition and at Caradoc Academy, a grammar school near London, Ont.

At the age of seventeen he became a student-at-law in the office of Richard Bayley, K. C., London, Ont., and afterwards in the office of Eccles & Carroll, Toronto.

In 1866 he was called to the bar of Upper Canada at Osgoode Hall, and began practice in the town of St. Mary's, Ont., where he remained eighteen years. He then removed to the city of Stratford, Ont., where he practised for fourteen years. He was appointed a Queen's Counsel in 1899, and Local Master of the High Court at Stratford in 1890. He was appointed a County Court Judge of the county of Victoria in 1898.

While a practising lawyer he took an active interest in public and educational affairs, and

was for thirteen years a member, and for two years Chairman of the Collegiate Institute Board of St. Mary's.

Judge Harding is a distinguished member of the Masonic Order, of exceptional prominence, and is well known throughout the Masonic world of Canada as an ardent and devoted craftsman. He was initiated in St. James' Lodge, St. Mary's, in July, 1866, passed to the degree of Fellow Craft in August, and raised to the degree of a Master Mason in September of the same year, becoming S. Warden in December following; elected W. M. the next, and installed 27th December, 1867; elected D. D. G. M. of Huron District in 1872, and re-elected in 1873. He held the first Lodge of Instruction in that district at Goderich in April, 1873, and three other Lodges of Instruction during his term as D. D. G. M. He was appointed a member of the Board of General Purposes in 1870 by M. W. Bro. A. A. Stevenson for two years, and was a member of the Board as D. D. G. M. for two years; served nine years additional by appointment, and was elected seven times by Grand Lodge, serving twenty-six years in all as member of the Managing Board of Grand Lodge. He was elected Vice-President of the Board in 1890, and re-elected each year until 1900, when he was elected Deputy Grand Master, becoming President of the Board by virtue of his office. He had been a member of the Committee of Benevolence from 1887 until 1900, and Chairman for six years prior to 1900. He was re-elected Deputy Grand Master in July, 1901, and became Acting Grand Master on the death of M. W. Bro. Hungerford, Grand Master in September, 1901, and was elected Grand Master of the Grand Lodge of Canada in July, 1902, being installed by M. W. Bro. Stevenson, the oldest surviving Past Grand Master of Canada.

He is a Past Grand Z of the Grand Royal Arch Chapter of Canada, and a Past Preceptor of the Knight Templars, and a Past Vice-Chancellor of that Order. He has also received the degrees of the Scottish Rite up to and including the 14th.

In religion he is a member of the Church of England.

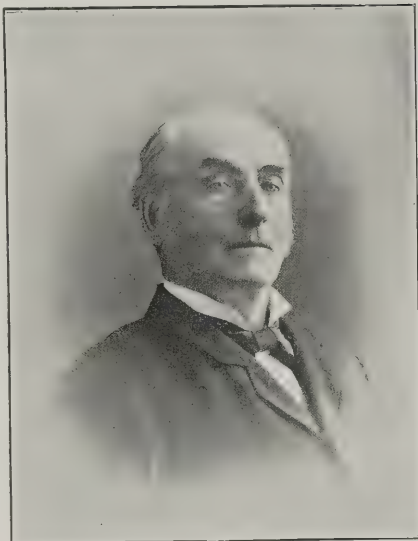
He was married in the year 1866 to Mary, daughter of George Stevenson, a retired merchant of Sarnia, Ont., and has a family of five children—Robert Talbot Harding, a barrister, of Stratford, Ont.; Jean Talbot Harrison, wife of Wm. Harrison, of Vancouver, B. C.; John Ellery Harding, jr., late 1st Lieutenant and Adjutant 1st Battalion 35th Volunteer Infantry U. S. A., now Chief of Police of the city of Manila, and Mary Stevenson and Helen, at home.

T. B. CALDWELL, LANARK, ONT.

One of the most progressive business men of Eastern Ontario is Mr. Thomas Boyd Caldwell, of Lanark, Ont., President of the Boyd Caldwell & Co., Limited, woolen manufacturers. Mr. Caldwell was born at Lanark, on February 22nd, 1856, of Scottish and Irish parentage. He is the second son of Boyd Caldwell, who was born in Lochwinnoch, Renfrewshire, Scotland, and came to Canada in 1821 when only three years old. His mother, Dinah Waugh, was born in the county of Armagh, Ireland. In 1837 the Caldwell family became identified with the export timber business, which they followed up successfully for over fifty years. In 1867 the father became interested in the woolen business, and started a woolen mill in Lanark. This business is now conducted by the subject of this sketch as president of the firm which carries on business in Lanark as woolen manufacturers, general merchants and lumber dealers; also the woolen mills at Appleton, Ont. Desirous of obtaining a knowledge of every detail of the woolen industry, he entered the mills in 1873, became a partner in the firm on coming of age, the name of the firm then being Boyd Caldwell & Company. Mr. Boyd Caldwell died in 1888, but the firm has been continued under the same name up to the 1st of October of this year, when the Company became incorporated with a paid up capital of \$200,000. The output of the woolen mills consists of all varieties of dress goods, tweed suitings, overcoatings, Pullman and steamer rugs and white and grey blankets. The Lanark mill has four sets of machinery, and is known as the Clyde Woolen Mills. The Appleton mill has two sets of machinery, and is known as the Mississippi Woolen Mills. The output is sold in Canada from the Atlantic to the Pacific, and the Boyd Caldwell all-wool goods are standards throughout the Dominion. From these mills came the cloth used in the uniforms of the Canadian contingents sent to South Africa.

A planing and sawmill is operated at Lanark and the firm also conducts at the same place a large general store of over fifty years' standing.

Mr. T. B. Caldwell is the sole owner of the Boyd Caldwell iron mine, at Calabogie, on the Kingston & Pembroke Railway, in Renfrew county, the magnetic iron deposits of which have been tested and recognized as among the

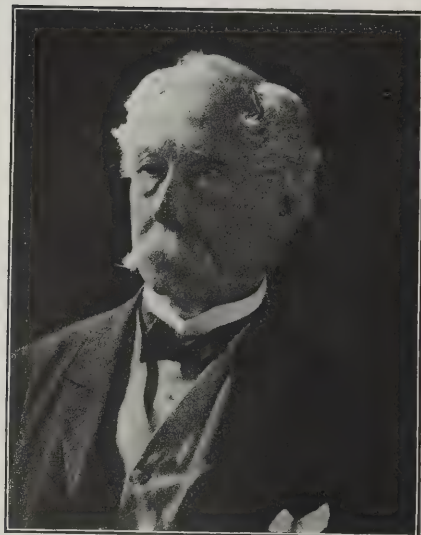


THE LATE MR. BOYD CALDWELL, FOUNDER OF
BOYD CALDWELL & CO.

largest and richest to be found in Ontario. He owns nearly 10,000 acres of mineral lands in Lavant and Dalhousie townships, Lanark county, where copper and iron deposits abound. He is also interested in large iron ore deposits on Lake Temagami, in New Ontario, on the northeast arm, Vermilion and Austin Bay ranges, which will be adjacent to the Temiscamingue and Northern Ontario Railroad, now being built by the Ontario Government.

In politics Mr. Caldwell is a Liberal, and has been prominent in public affairs. In the Dominion election of 1900 he was the Liberal candidate for the House of Commons in North Lanark, and reduced the previous large majority of Mr. B. Rosamond, M.P., to seven votes. He is a member of the Canadian Manufacturers' Association, and has frequently served on deputations representing the woolen industry on missions at Ottawa. He is a Congregationalist in religion, and a member of the Masonic Order and Sons of Scotland.

In 1879 he married Miss Jennie Falconer, of Kingston, and has three sons—Boyd A. C. Caldwell, Vice-President of the Company, a graduate of the Royal Military College, of Kingston; Donald, the second son, is a Director of the Company and Manager of the mills at Appleton. The youngest son, Thomas Richey, is still at school.



THOMAS RODMAN MERRITT
ST. CATHARINES, ONT.

Thomas R. Merritt is the youngest son of the distinguished Canadian, the late Hon. William Hamilton Merritt, who was the projector and builder of the Welland Canal, and the grandson of Thomas Merritt, an officer in the Queen's Rangers, who after serving with distinction in the American Revolutionary War, settled in Canada in the year 1783. Thomas Rodman Merritt himself, is a man prominent in the affairs of Canada during the last half century. Born at Mayville, in the State of New York, on the 17th of October, 1824, during a visit of his parents to the United States, the subject of this sketch was educated at the old Grantham Academy and at Upper Canada College, where so many of the distinguished men of Canada received their early education. Determining upon a commercial life, he went into business with the late Honorable J. R. Benson in what was then the small town of St. Catharines, and from 1846 to 1869 was extensively engaged, alone, in the milling and shipping business. Interested largely in many of the progressive and industrial movements affecting the Niagara

district, he soon became an important factor in the commercial and financial world of Western Ontario. For over 20 years he was a Director of the Niagara District Bank. Not alone to commerce, finance and matters of trade did Mr. Merritt confine his abilities, but in municipal and political affairs took a prominent position, and for several years was a member of the St. Catharines Town Council. He represented the county of Lincoln as its member in the first House of Commons of the Dominion of Canada after the confederation of the Provinces, as a Liberal-Conservative, and continued a representative for Lincoln from 1868 until 1874 when he declined a unanimous nomination.

At one time Managing Director of the Welland Railway, Mr. Merritt is now President of the Imperial Bank of Canada, President of the Niagara Falls Suspension Bridge Company, President of the Security Loan and Savings Company and President of the St. Catharines Gas Light Company.

Few men in the Dominion of Canada have been more influential in their efforts to foster the manufacturing and agricultural prosperity of their native country than the subject of this sketch. His influence and his keen foresight regarding the future of Canada have both been factors conducive to manufacturing enterprise and agricultural progress, and as a gentleman of great personal influence and a man of great consequence in the management and control of large financial corporations, he has contributed much to the prosperity and welfare of the Dominion of Canada.

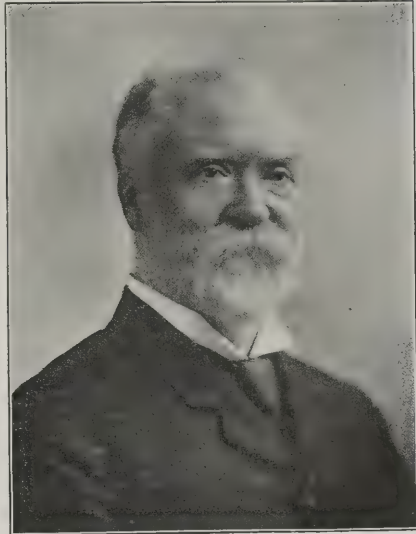
An Anglican in religion, he has taken a deep interest in the welfare of the Church of England and is actively interested in church and benevolent schemes for the betterment of his fellow-men. He was one of the originators of Bishop Ridley College, St. Catharines, and its first President.

Mr. Merritt married in the year 1853, Mary, eldest daughter of the late Thomas Benson, Esq.

His residence is Rodman Hall, St. Catharines, and he is a member of the Toronto Club.

ROBERT McLAREN, ST. CATHARINES, ONT.

Among the progressive and enterprising men engaged in mercantile business in Western Ontario, Robert McLaren, of the city of St. Catharines, occupies a prominent place. Born in the city of Glasgow, Scotland, on the 29th day of November, 1836, the son of Duncan McLaren, a contractor and builder, and Louisa Murray, his wife, he first attended school in his native city, and after his arrival with his parents in Canada, in the year 1844, received much of his education at the public schools of the townships of Pickering, Whitby, and in the village of Columbus, township of East Whitby, in the Province of Ontario, afterwards supplementing his public school training by attendance at night school. At the age of fifteen he took a position as clerk in the country store of Thomas Dow, in the town of Whitby, in whose service he remained for three years. After six months' service in the employ of the Whitby branch of the Bank of Montreal he, in August, 1854, accepted a position as salesman in the dry goods and clothing firm of J. & J. Lepper, St. Catharines, with whom he remained for two years. Resigning his position he entered the employ of Mr. W. L. Hutton, in the dry goods and millinery business at Woodstock, Ont. Returning to St. Catharines in the year 1857, he went into the employ of Mr. Richard Woodruff, in the dry goods, groceries and dyestuffs business, and in the year 1865 secured a one-half interest in the business, which continued under the firm name of R. Woodruff & Co. until the year 1883. In that year the firm was re-organized into the firm of McLaren & Co., consisting of Robert McLaren, Alexander McLaren and C. O. Borrowman, which continued until the year 1901, when the firm was converted into a limited liability corporation, McLaren & Co., Limited, importers and jobbers, and conducting one of the largest departmental stores in Ontario, outside the city of Toronto, manufacturing clothing and having in their employ 105 people, of which corporation the subject of this sketch is President. A public-spirited citizen as well as a shrewd business man in his own business, the subject

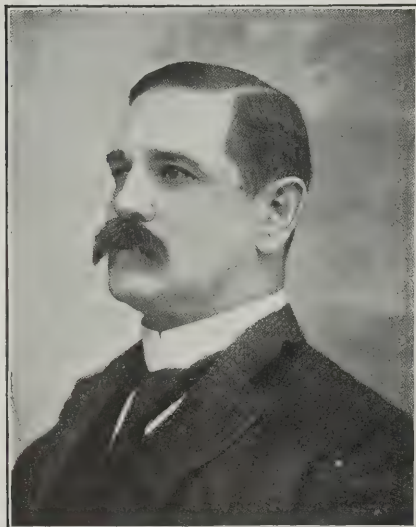


of this sketch served for twenty years as a member of the St. Catharines School Board, of which he was Chairman for six years.

Mr. McLaren is a member of the Ontario Hospital Association, and was one of the promoters and one of the largest stockholders in the St. Catharines Electric Railway Co. For two years he was one of the two directors of that company, having charge of the operation and management of that railway prior to his sale of his interests to the present Company.

A Presbyterian and member of Knox Church, St. Catharines, since the year 1854, he married Eliza, daughter of Mr. James Copeland, at St. Catharines, in 1858. Of his two children, Mary Louisa is the wife of Wilfrid L. Hepton, manufacturer, Leeds, England; and Bessie C. resides with her parents in St. Catharines.

An active Liberal, he has never sought political office or honors, but has been President of the St. Catharines Board of Trade, of which he has been a member since its re-organization. He has been President of the St. Catharines General and Marine Hospital, has been Chairman since the year 1897, and has served on the Board of that institution for several years.



CHARLES S. HYMAN, M.P., LONDON, ONT.

A man of political consequence in the Dominion of Canada, and a manufacturer of prominence, Charles S. Hyman, M.P., is the son of Ellis W. Hyman, who came to London, in the Province of Ontario, from Williamsport, in the State of Pennsylvania, one of the United States of America, in the year 1835, and started a small tannery, from which the present large business conducted by the subject of this sketch has grown. His mother, whose maiden name was Annie M. Niles, the wife of Ellis W. Hyman, was the daughter of the late William Niles, of Nilestown, a member of the Legislature of Canada in the year 1854. Born in London, in the Province of Ontario, on the 31st day of August, in the year 1854, he was educated at Hellmuth College, in his native city, until the age of seventeen. Upon the completion of his academic education he entered as office boy in the wholesale firm of Laing, Sutherland & Co., and afterwards entered the employ of John Birrell & Co., wholesale dry goods dealers, of London, Ont. He remained in their

service until 1874, when he became a junior partner of his father in the conduct of his father's business. Upon his father's death in 1878, he assumed entire charge of the present business, with headquarters and plant at London, Ont., and with two branch manufacturing establishments, one, the St. John Hide Company, at St. John, New Brunswick, and the other, S. Arscott & Co., at Benton, New Brunswick. The extensive dimensions of Mr. Hyman's business can be understood when it is known that there is a weekly output of three thousand sides of slaughter sole leather, and that there are employed from one hundred and seventy-five to two hundred and twenty-five hands. Interested in public affairs, he was a member of the Municipal Council of London in 1882 and 1883, was Chairman of the Finance Committee, and in 1884 was elected Mayor of his native city. In 1886 he was elected President of the Board of Trade of London.

A Liberal in politics he was elected, after an exciting contest, in the interests of that party at the general elections of 1891 for the city of London to the House of Commons, but lost his seat in the Election Court. In the general elections of 1900 he was returned to the House of Commons for London. An Anglican in religion, he was married in 1876 to Elizabeth, daughter of John Birrell, wholesale dry goods merchant, of London. His only child, Edythe, is a graduate of the Western University, London.

In the House of Commons Mr. Hyman is Chairman of the Railway, Canals and Telegraph Committee, and is a member of the Public Accounts and Library Committees. In the fraternal orders he is a member of the Masonic body, including the Scottish Rite 32° of Hamilton Consistory, and also a member of the Independent Order of Foresters. In the prime of his manhood, the head of a large business, and a strong personality, Mr. Hyman's political career, begun with his return in a hitherto Conservative constituency, shows every indication of exceptional success.

THOMAS GRAVES MEREDITH, K.C., LONDON, ONT.



ONE of a family whose members have been notable in the political and professional life of Canada, a brother of the Honorable Sir William Ralph Meredith, Chief Justice of the Common Pleas Division of the High Court of Justice of the Province of Ontario; of Edmund Meredith, K.C., a prominent lawyer of London, Ontario; of the Honorable Richard Martin Meredith, a Judge of the Chancery Division of the High Court of Justice of Ontario, and of Henry Vincent Meredith, Manager of the Montreal Branch of the Bank of Montreal, Thomas Graves Meredith, K.C., the subject of this sketch, is the son of the late John W. C. Meredith, A.B.; T.C.D., a member of the Irish bar, who came to Canada about 1832 from Dublin, Ireland, and held the office of Clerk of the Division Court of the county of Middlesex and other offices of Court, and his wife Sarah Pegler, a native of England. Born in the city of London, in the Province of Ontario, on the sixteenth day of June, 1853, he was educated at the public and grammar schools until the age of eleven, then at Hellmuth College, London, and at the Galt Collegiate Institute, when he matriculated at the Toronto University, 1872. Becoming a student-at-law in the office of the late Thomas Scatcherd, M.P., of London, Ontario, after fulfilling the requirements of the Law Society he was called to the bar of Ontario at Osgoode Hall in the year 1878. In the same year he began the practice of his profession in conjunction with the firm of Meredith & Scatcherd, of which his brother, the present Chief Justice Sir William

Meredith, was senior member. Upon the appointment of his brother, Sir William Meredith, to the Chief-Justiceship of the Common Pleas Division of the High Court of Justice of Ontario, the present firm of Meredith & Fisher was formed, of which the subject of this sketch and Robert G. Fisher were the members, and continued the practice of law in the city of London. In the year 1902 Mr. Meredith was appointed King's Counsel by the Ontario Government. He is solicitor for the Bank of Montreal and for several municipalities of the county of Middlesex. The firm of which he is head are solicitors for many of the larger corporations of the city of London. Mr. Meredith is, and has been, City Solicitor for the city of London since the year 1894.

The firm of Meredith & Fisher is particularly well known throughout the Dominion for its professional conduct of municipal, commercial and banking litigation and as the representative of many important estates.

A member of the Church of England and a Conservative in politics, Mr. Meredith was married in the year 1882 to Jessie, daughter of Sir John Carling, at London, Ontario, and has two sons, Stanley and Redmond, who were and are being educated in the public schools of the city of London. Mr. Meredith, although an active practitioner at the bar and the leading member of a firm controlling a large and widespread practice throughout Western Ontario, is interested in affairs political, municipal and financial and was one of the organizers of the London and Western Loan Company in 1896, incorporated with a capital of \$500,000, of which he is a Director.



ADAM BECK, M.P.P., MAYOR, LONDON, ONT.

Prominent in the political and commercial life of his native Province and a man of note throughout Canada for his interest in the breeding and upholding of a high standard of horses, Adam Beck, member of the Legislative Assembly of Ontario is a marked personality in the political, commercial and social life of his country. He is the son of Jacob Beck, who came to Canada from Germany in 1837 and started an iron foundry at Preston, Ontario, and Charlotte Hespeler, his wife, a sister of Jacob Hespeler, who founded the town of Hespeler, Ont. The father of the subject of this sketch was the first to engage in the foundry business in that part of Canada. His uncle Honorable William Hespeler, M.L.A., was Speaker of the Legislative Assembly of Manitoba. Born in Baden in the county of Waterloo, Ontario, on the twentieth day of June, 1857, he was educated in the public schools of Baden until 1872, and subsequently at the celebrated school in charge of Dr. Tassie at Galt, Ontario, until 1876, when he entered the office of his father who was engaged in the iron foundry business in Baden until 1880,

when he removed to the town of Galt and began on his own account the manufacture of veneering and thin lumber boxes. In the year 1884 he removed his business to the city of London, where he built an extensive plant and also engaged in the manufacture of cigar boxes. Subsequently Mr. Beck established branch plants of his business in Montreal and Toronto. Successful in his business enterprises Mr. Beck has taken an active interest in political affairs. A Liberal-Conservative in politics and widely known in the city of London where he resides and conducts his large business interests, he has for years been a factor in the political life of Western Ontario, and in the general elections for the Provincial Assembly in 1902 he was returned as a Liberal-Conservative to represent London. Deeply interested in the progress and prosperity of the city of London Mr. Beck has manifested activity in municipal affairs and was elected and served as Mayor of that city. Probably the subject of this sketch is as well known through his interest in thoroughbred horses throughout Canada as he is on account of his successful business enterprises and the fortunate political career opening out to him, and his thoroughbred horses have been exhibited with great success at many of the larger horse shows throughout Canada and the United States. The unselfish devotion of Mr. Beck to the interest of horse-breeding has been beneficial to the Dominion of Canada. Socially he is a favorite and is Master of the London "Hunt Club." He has been a member of the Victoria Hospital Board for two years and is a member of Masonic Order A.F. & A.M., and of the St. James Club of Montreal, The Albany of Toronto and The London of London.

In 1898 he was married at London to Lillian Ottaway, daughter of Mrs. P. D. Crerer, his wife's father, C. J. Ottaway, being a celebrated English cricketer, who was a member of the first English eleven to make a tour of Canada.

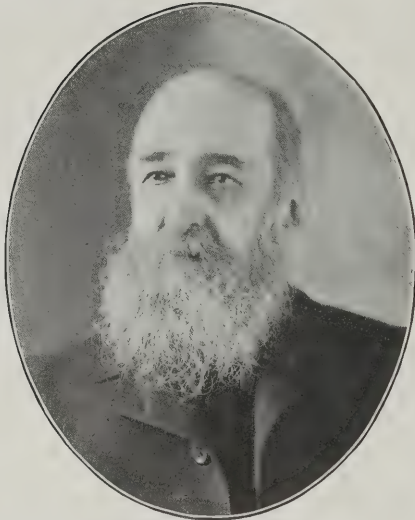


DR. G. A. McCALLUM, LONDON, ONT.

Deeply interested in the preservation and protection of fish and game throughout field, forest, lake and stream in Canada, Dr. MacCallum was first appointed by the Ontario Government early in 1892 as Chairman of a Commission, the object of which was to enquire into the condition of the game and fish of the Province, and to suggest the best means to be adopted for their preservation and protection. The report of this Commission having been made in the form of an elaborate, illustrated book, with plates and histories of the principal game birds and animals, as well as the fish of the Province, the Government then appointed a permanent Commission called "The Ontario Game and Fish Commission," with Dr. MacCallum as its President. This position he held for ten years, and during that time, and under the advice of the Commission, the Government has enacted a system of laws which are probably the most advanced of any on the continent, and of which it is justly proud, since they have created but little fric-

tion, and have done a great deal towards protecting a valuable heritage, besides making it a revenue-producing department. Dr. MacCallum is a Vice-President of "The North American Fish and Game Protective Association," which has for its object the establishment of a uniform system of laws for the preservation and protection of game, fish and insectivorous birds in all the States and Provinces adjoining the Great Lakes. Dr. MacCallum has been a Canadian representative at several international conventions during the last twelve or fourteen years, called for the purpose of discussing this proposition.

The Doctor is an ardent sportsman and student of natural history. He has paid a good deal of attention to ornithology, and has also paid much attention to archæology, more especially of that pertaining to the Neutral or Tobacco nation of Indians, which occupied the southern portion of Western Ontario. He has also a very good collection of their relics.



DANIEL SIMMONS PERRIN, LONDON, ONT.

Daniel Simmons Perrin is the son of Leonard Perrin, who came to Canada from Rochester, N.Y., in 1834, and established a bakery in what was then called the village of London. Having received his education in the London public schools, young Perrin at the early age of 13 went to work in his father's bakeshop, where he soon acquired a practical knowledge of baking and confectionery. Forty years ago when a young man he started in business as a baker on his own account, in a little frame shop on the Hamilton Road, in the suburbs of London. Here he worked hard for some years with one boy as an assistant, sitting up half the night to turn out the goods, which were delivered by day to customers. In 1870 it became necessary to move to larger premises on Richmond street, and a few years later the steady increase of business compelled Mr. Perrin to purchase the property on Dundas street which formed the nucleus of the present immense factory.

The business which forty years ago was managed by a man and a boy, now furnishes

employment for 350 to 400 people, and has twenty salesmen travelling throughout Canada, engaged in the sale of its output, and the biscuits and confectionery of D. S. Perrin & Co. are to be found in every city, town and village in the Dominion of Canada, from the Atlantic to the Pacific. Many additions have been made to the factory premises, which are ever too small for the constantly increasing demand for Mr. Perrin's goods, and there is now in course of construction a five storey building 45x180 feet, which will double the output of the biscuit factory, and largely increase the output of the confectionery department. This fine building will be completed early in 1903.

The steady growth and successful development of Mr. Perrin's business show what may be accomplished by practical business knowledge and skill in management. All reasonable efforts are made to promote the comfort and well-being of a large number of employees, many of whom have been with Mr. Perrin for many years, and the best of feeling has always pervaded this large factory.

In his younger days Mr. Perrin was conspicuous as an athlete. When the old volunteer fire companies were in existence, he was for some years captain of the Phoenix Fire Company of London, which under his captaincy acquired a more than provincial reputation for smartness and efficiency. Of late years he has devoted all his time and energy to his business interests.

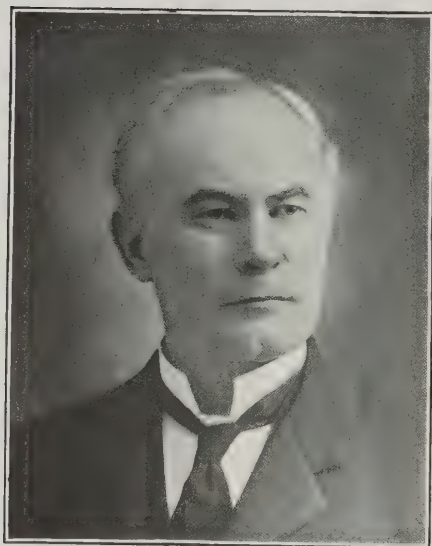
During the present year, for convenience in management Mr. Perrin found it expedient to incorporate his business, and the business of D. S. Perrin became D. S. Perrin & Company, Limited. Mr. Perrin is the President of the Company, the only other shareholders being some of his oldest assistants. Mr. Perrin resides in London, is a member of the First Methodist Church, and a Liberal in politics.

JOHN LABATT, LONDON, ONT.



PROMINENT figure in the industrial and financial life of Canada, proprietor of the London Brewery, of London, Ontario, Vice-President of the London & Western Trust Company, and a Director of the Huron & Erie Loan Company, London, John Labatt, of the city of London, Ontario, is not only a brewer of high-grade ales and porters, but is also a citizen of note in the progress of his native Province. His father, John K. Labatt, came from Ireland to Canada in 1833, and located upon a farm near where the city of London now stands, and in 1847 bought an interest in the London Brewery, of which the subject of this sketch subsequently became sole proprietor. His mother, Eliza Kell, the wife of John K. Labatt, was a native of England. Born on a farm near the city of London, on the 11th of December, 1838, he was educated at the Caradoc Academy, of Caradoc, whence he entered the employ of his father and learned the trade of a brewer. When 21 years of age, in 1859, Mr. Labatt went to Wheeling, West Virginia, as a brewer, and was fortunate enough to be instructed in the higher branches of his trade by an experienced English brewer, who had brought from the Old Country a knowledge of the art of brewing which has made English brewers and maltsters noted throughout the world. He remained in West Virginia until 1864, when the Civil War in the United States, which had such a disastrous effect upon the industry and commerce, completely destroyed the trade of the Wheeling Brewery, as the output had been largely disposed of

south of Wheeling. Returning to the city of London, Ontario, he joined the business of his father, and for years served as his brewer, subsequently managing the business office. Upon the death of his father in 1866 he succeeded him in the entire control of the property. The London Brewery was established at London in 1833 by W. & G. Snell, of Devonshire, England, who afterwards sold to John Balkwell, and he sold to Samuel Eccles, and in 1847 John K. Labatt, the father of the subject of this sketch, bought an interest in and continued the business under the name of Labatt & Eccles, until the year 1854, when Mr. John K. Labatt bought all the interests of his partner and became the sole proprietor until his death in 1866, when his son, the present owner, Mr. John Labatt, acquired the entire property. The India pale ale, porter, and other products of the London Brewery are recognized throughout America as being of the highest class, and such recognition has resulted in bringing about a large and widespread business. Mr. Labatt in his brewery produces from 35,000 to 40,000 barrels a year, and employs 110 men, and exports a large proportion of his product to the United States, South Africa and the West Indies, besides supplying the trade in Canada. The bottling agencies are Andrew Strong & Co., Winnipeg, Manitoba; the Calgary Wine and Spirit Co., Calgary, Alberta; the Indian Head Wine and Liquor Co., Indian Head, Assiniboia, and J. J. Tulk & Co., Vancouver, British Columbia; while Mr. Labatt has bottling depots in his own name at the brewery, London, St. John, N.B., Montreal, Quebec, Ottawa, Toronto and Hamilton.



THOMAS HUNTER PURDOM, K. C.
LONDON, ONT.

Distinguished in his profession and prominent in connection with finance, Thomas Hunter Purdom, K.C., of the city of London, is a leading figure in the political life of Western Ontario. The son of Alexander Purdom, contractor and builder, who came to Canada in 1849 from Hawick, Scotland, and Margaret Hunter, his wife, also a native of Hawick, he was born in London, in the Province of Ontario, on the twenty-fifth day of July, 1853. Educated at the public and grammar schools of London until the age of sixteen, he became a student-at-law and was articled to the late E. Jones Parke, K.C., of London, Ontario, and became an Attorney-at-Law and Solicitor in 1875 and was called to the bar at Osgoode Hall in 1876. Successful in his profession from the outset and enjoying the respect and confidence of his professional brethren and the public, he was elected and served as a Bencher of the Law Society of Ontario from 1884 to 1890 and in the year 1898 was appointed Queen's Counsel and at the present time is a

Trustee of the Western Ontario Law Society and President of the London Press Club. The legal firm of which he is the head, Purdom & Purdom, are solicitors for the Bank of Toronto and the Dominion Savings and Investment Society and the Northern Life Assurance Company and is specially noted for its practice in commercial and real estate law. Interested in the financial opportunities offered in Western Ontario, Mr. Purdom is Vice-President of the Northern Life Assurance Company of Canada, with head offices in London, Ontario, organized in 1895 by the late E. Jones Parke, K.C., Honorable David Mills, and the subject of this sketch, with a capital of \$1,000,000, having \$3,500,000 in force. Mr. Purdom was elected Director thereof and in 1899 was made Vice-President. He is also President of the Dominion Savings and Investment Society, organized in 1872 with a capital of \$1,000,000, and has \$2,225,000 lent on approved city and farm property in Western Ontario. In 1884 he was made a Director of the last mentioned Company and in 1899 elected President of what is the third oldest loan association in Western Ontario. Mr. Purdom is a Director of the Canada Trust Company of London, organized in 1901 with a capital of \$250,000, which has been successful from the outset of its business in Western Ontario; he is also President of the London Advertiser Company, Limited, publishing daily and weekly editions, which is the official organ of the Liberal party in Western Ontario and was established in 1863.

A Liberal in politics, Mr. Purdom was the unsuccessful candidate of his party for the Ontario House of Assembly, by a small minority, for Middlesex East. A Presbyterian and for several years President of the St. Andrew's Society of London, Mr. Purdom is a Director of the Masonic Temple Company which built the Masonic Temple of London at a cost of \$100,000. In 1884 he married Belle, daughter of the late John Craig, who died in 1885, and in 1893 he was married to Nellie, daughter of David Davies, of London, who died in 1900, and in 1902 he married Marion, daughter of David Davies, and has two children, a boy and a girl, Margaret and Llewellyn.

JOHN ALEXANDER BAIN, WOODSTOCK, ONT.

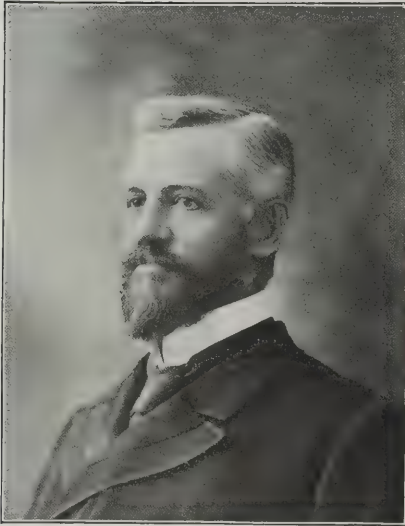
General Manager and Vice-President of one of the most enterprising manufacturing concerns in the Province of Ontario, the Bain Wagon Co., Limited, John Alexander Bain, of the town of Woodstock, is a representative Canadian of a class who, through their own ability and industry, have risen to positions of prominence in the industrial life of their country. The son of John Bain, a native of Keith, Scotland, and a cabinetmaker who came to Canada in the early forties of last century, and Isabella Robb, his wife, a native of Scotland, he was born in Woodstock, Ont., on the 23d of September, 1852. Educated in the public and grammar schools of his native town until the age of nineteen, he became articled to S. & J. Hext, of Brantford, to learn the trade of wagon-making. Upon the completion of his apprenticeship he went to Milwaukee, in the United States, and worked at his trade for over a year in one of the large wagon factories of that city. Subsequently he worked in several large wagon-making factories at Batavia, Rock Island and Moline, in the State of Illinois. In 1880, learning that wagons were being imported into Canada for the Northwest trade, he decided to establish a business for the manufacture of wagons in his native country. In 1881, with his brother, George A. Bain, under the firm name of the Bain Wagon Company, they began the manufacture of wagons at Woodstock, and during the first year turned out about 100 wagons. In 1890 the Bain Wagon Company sold their plant at Woodstock and removed to Brantford, Ont., where the firm continued under the name of Bain Bros. Mfg. Co., until 1893, when they affiliated with the Massey-Harris Company, of Toronto, and removed its manufacturing plant to Woodstock, where they purchased their present large and efficient factory.

The success met with in the manufacture of high-grade farm and freight wagons, log trucks, dump carts, spring lorries, delivery wagons, and bob-sleighs has been large and their sales extensive throughout the civilized world. The Massey-Harris Company, of Toronto, are the sole agents for the output of the Bain Wagon Company, Limited, which can be obtained



from any one of their agencies throughout the world. The Bain wagon, one of the principal lines of manufacture of the Bain Wagon Company, is used throughout Canada, and in Australia, New Zealand, Great Britain, South Africa and the Yukon. From an output of 100 wagons in 1881, the business has grown to an output of 8,500 wagons and 4,000 sleighs in 1902. In 1899 the Bain Wagon Company made two shipments of wagons and ambulances to South Africa for the Canadian contingent, which were highly recommended by Lieut.-Col. Steele and others as being the best available wagon for military service in that country. The Bain Wagon Company employs from 250 to 300 in their factory, and is building additional buildings which will give one-third more productive capacity in 1903.

The subject of this sketch has been Vice-President of the Company since 1901. At present he is Chairman of the Woodstock Water & Light Commission and Vice-President of the Board of Trade. He is a Presbyterian in religion and a Liberal in politics, and was alderman of Woodstock for three years. In 1883 he was married to Esther Kale, daughter of William Kale, at Rock Island, Illinois, and has a family of four children.



DENNIS W. KARN, WOODSTOCK, ONT.

Dennis W. Karn is the son of the late Peter Karn, and Priscilla Thornton, his wife, of West Zorra, county of Oxford, Ontario. The subject of this sketch was born in North Oxford February 6th, 1843, and was educated in the district schools and at Woodstock College, of which he was subsequently Treasurer and a member of the Board. He was engaged in farming until 1869 when he became a partner in the firm of Miller & Karn, who began the manufacture of Melodeons, having in their employ two men and one boy. In 1870-71 he returned to Woodstock College. In 1872 he began the manufacture of Melodeons and Organs on his own account, having bought out the interests of his whilom partner. This business he has ever since continued with marked success, employing about 300 mechanics with an output in 1902 of over 800 pianos and nearly 3,000 reed organs, 25 pipe organs and 200 piano-players (pianauto). In 1889 he added the department of pianos and in 1898 that of pipe organs and in 1900 the piano-player.

During the past five years The D. W. Karn Co., Limited, of which the subject of this sketch is President, has built 75 large pipe organs, ranging in value from \$1,000 to \$12,-

000. Among these was an organ for the church of St. James the Apostle, of Montreal, one for St. George's Cathedral, Kingston, one for the Catholic Cathedral in Vancouver, B.C., and one for the Presbyterian Church in Dawson City, Yukon.

The D. W. Karn Co. are extensive exporters of organs and pianos, having branch offices and warerooms in London, England, and Hamburg, Germany. The pay-roll of the company exceeds \$9,000 a month.

Mr. Karn is actively interested in politics and in 1892 and 1896 was the Conservative candidate on the National Policy platform for the House of Commons. He has been Mayor of Woodstock for two terms and Reeve for three years, and for three years Chairman of the Finance Committee of the County Council. He has been President of the Woodstock Board of Trade and of the Horticultural Society for five years, and was in 1897 President of the Canadian Manufacturers' Association, and has been President of the Lawn Tennis and Bowling Club of Woodstock for the past ten years, and was one of the Provisional Directors of the Sovereign Bank of Canada.

Mr. Karn is one of the Electric Light and Water Works Commissioners, of Woodstock, President of the Woodstock General Hospital, Member of the Council of the Board of Trade, a Director of the Dominion Permanent Loan Co., Vice-President of the Trusts & Guarantee Co., also Vice-President of the People's Life Insurance Co., President of the Woodstock *Express* Printing Co., Vice-President of the Woodstock and Thames Valley and Ingersoll Electric Railway System, a Member of the Board of Governors & Senate of McMaster University, also of the Executive and Investment Committee, and is Honorary President of the Western Bowling Association.

He is a Baptist in religion and a member of the Masonic Order A.F. & A.M. and of the Canadian Home Circle, also of the Ancient Order of United Workmen. He was married in 1865 to Lizzie H., eldest daughter of the late Ralph Featherston of West Zorra, and has a family of two daughters living, Florence M. I., wife of C. B. B. Stanbury, of Anthony & Scovil Mfg. Co., of New York, and Lou E., who resides with her parents in Woodstock.

THOMAS H. PRESTON, M. P. P.
BRANTFORD, ONT.

Editor and proprietor of one of the most influential journals of the Provincial press in Canada and a member of standing in the Provincial Assembly of Ontario, Thomas H. Preston is a prominent figure in the public life of the Dominion of Canada. The son of Rev. James Preston, a superannuated Methodist minister, who came to Canada in 1849 from Lancaster, England, and Emeline A. Phelps, a Canadian, his wife, he was born at Mount Vernon, in the State of Indiana, whither his parents had gone temporarily for health, on the twenty-second day of October, 1855. He attended various public schools, including the grammar schools of Belleville and Woodstock, until the age of fourteen, when he became a printer's apprentice in the office of the Woodstock *Sentinel*, under Robert McWhinney. He completed his service as an apprenticed printer under his uncle, William Buckingham, on the Stratford *Beacon*. After becoming a journeyman printer, he worked as a compositor on the Toronto *Globe* in 1871, subsequently going to the United States, where he worked at his trade on the larger newspapers of the New England States. Returning to Canada in 1874, he became a reporter on the staff of the Ottawa *Free Press* and a member of the Press Gallery of the House of Commons, where he represented the *Free Press* and other daily papers for some years. In 1881 he was offered and accepted the position of night-editor of the Toronto *Globe* and six months later returned to the Press Gallery of the House of Commons as special correspondent of the *Globe*, acting as such until the close of the session. Going to Winnipeg, Manitoba, he with others bought the Winnipeg *Sun* and was its managing director and chief shareholder. He continued as such until 1890, when he sold it and came to Brantford where he purchased the Brantford *Expositor*. A strong Liberal, in 1899 in the Provincial bye-election necessitated by the retirement of Honorable A. S. Hardy, he was elected by a majority of 417 over his Liberal-Conservative opponent, Robert Henry. In the general elections of 1902 he was elected over



J. Z. Fraser, of Burford, a Conservative, for the same constituency, by 340 majority. In 1895 Mr. Preston was elected President of the Canadian Press Association, in 1900, President of the Brantford Board of Trade, and in 1899, President of the Southern Fair Association. He has also been a public school trustee. The Brantford *Expositor*, now one of the most influential of Liberal papers in Ontario, was founded in 1852 as a Conservative newspaper, but three years after its foundation, passed under Liberal management and has ever since been a consistent supporter of the cause of Liberalism in Canada. Such well-known Canadian Liberals of prominence have been connected editorially with the *Expositor* as H. F. Gardner, of Hamilton; R. Mathison, Superintendent of the Deaf and Dumb Institution at Belleville, and William Watt, Sheriff of Brant County.

A Methodist in religion and a member of the Masonic Order, of the Canadian and Ancient Orders of Foresters, Woodmen of the World, and the Independent Order of Odd-fellows, he married in 1876, Lillian, daughter of A. R. Macdonald, of Montreal, and, with his family of five children, resides in the city of Brantford, in whose municipal and social life he is a leading figure.



WILLIAM FOSTER COCKSHUTT
BRANTFORD, ONT.

Prominent in the commercial life of Canada, through his private interests in mercantile business as well as through the active part he has taken in the interests of trade and commerce throughout the English-speaking world, William Foster Cockshutt, of the city of Brantford, in the Province of Ontario, is a leading personage in the progressive business life of Canada. The son of Ignatius Cockshutt, a native of Bradford, Yorkshire, England, who came to Canada with his father, James Cockshutt, in 1827, who located on the site of the present city of Brantford in 1829 and was one of the first settlers of that district, where he engaged in mercantile business, he was born on the seventeenth of October, 1855, in Brantford. His mother, the wife of Ignatius Cockshutt, was Elizabeth Foster, a native of Lancashire, England. His father succeeded the grandfather of the subject of this sketch in his mercantile business and successfully conducted it for over fifty years. The subject of this sketch was educated at the private schools and Collegiate Institute of Brantford and for two years at Dr. Tassie's well-known school at Galt. Sent to England by his parents to obtain a

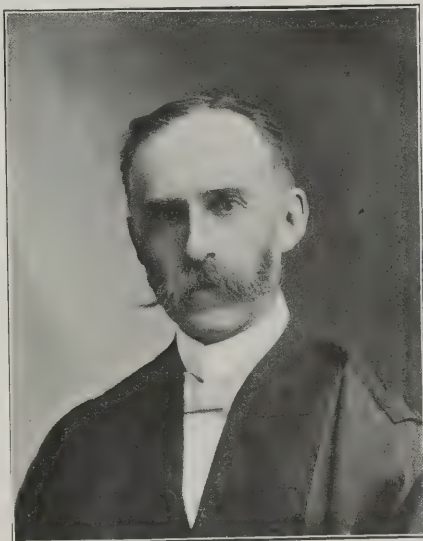
comprehensive business training, he first entered the employ of Thomas Furniss & Co., of Hartlepool, England, a large produce house, and then the tea warehouse of Bates, Evans & Co., of London, England. Returning to Brantford, he acted as manager for his father until 1882, when he purchased the business and since that time has been actively and extensively engaged in the wholesale grain, seed and general mercantile business in the city of Brantford. Mr. Cockshutt is a large exporter of seeds to the United States and to Great Britain and Germany.

An earnest Conservative in politics, he is particularly well informed on the political and trade questions affecting his country and has been a speaker of weight on the political platform. Mr. Cockshutt is widely known through his work in Great Britain and the United States as a delegate from the Toronto Board of Trade in matters affecting the commercial interests of Canada. He represented the Toronto Board of Trade in the Congress of Chambers of Commerce of the British Empire at London, England, in 1896 and again in 1900, where he drafted and seconded important resolutions making for the adoption of a commercial policy within the British Empire based upon the principle of mutual benefit whereby each component part of the Empire would receive a substantial advantage in trade as the result of its national relationship, which were adopted and have since been endorsed by nearly all the representative commercial bodies of Canada. In 1899 Mr. Cockshutt represented the Toronto Board of Trade at the International Commercial Congress, Philadelphia, where he secured the adoption of resolutions in favor of reciprocity. He has been President of the Brantford Board of Trade for several years and is now a member of its Executive Committee. In 1887 he was an unsuccessful candidate for the House of Commons. Mr. Cockshutt is a member of the Council of the Toronto Board of Trade and Chairman of the Technical Education Committee, also a member of the Legislative Committee of that body. He is a Director of the Brantford and Oakland Road and for several years was President of the Cockshutt Plow Company.

A member of the Church of England, he was married in 1891 to Minnie, daughter of Rev. Robert Ashton, and has a family of four boys and one girl.

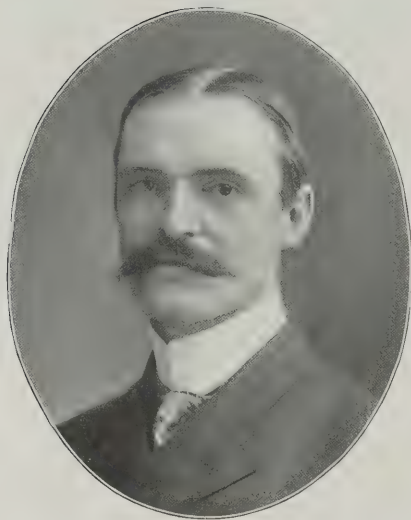
ALFRED JOHN WILKES, K. C.
BRANTFORD, ONT.

Distinguished as a lawyer and prominent in the political, commercial and social world of the city of Brantford, Alfred John Wilkes, K.C., is an important personality in the life of his native city. The subject of this sketch is the son of James Wilkes, late City Treasurer of Brantford, a native of Birmingham, England, who came to Canada in 1821, and carried on a mercantile business in the city of Toronto until 1823, when he removed to the site of the present city of Brantford and continued his business as a general merchant where for twenty-six years he was Treasurer of Brantford. His mother, Eliza Elliott, the wife of James Wilkes, was a Canadian by birth. Educated in the public and grammar schools of his native town until the age of sixteen, Alfred John Wilkes proceeded with the study of law under articles to Hon. S. H. Blake, of the firm of Blake, Kerr & Wells, barristers and attorneys, in Toronto, and was called to the bar at Osgoode Hall in 1869, heading the list at the early age of twenty-one. Subsequently the degree of LL.B. was conferred on Mr. Wilkes by Toronto University. Returning to Brantford in 1869 he entered into partnership in the practice of law with the late Daniel Brooke for three years, then after practising one year alone he entered into partnership with Hon. Arthur Sturgis Hardy, late Premier of Ontario from 1873 to 1898, and afterwards the present firm of Wilkes & Henderson was formed. In 1890 Mr. Wilkes was appointed a Queen's Counsel by the Ontario Government. In 1894 he became Acting County Crown Attorney, and five years afterwards was appointed County Crown Attorney, and on 3rd January, 1885, was gazetted Deputy Judge of Brant County, acting for the late Judge Jones, once for three years and again for six months. Interested in educational matters, Mr. Wilkes for many years was a member of the Public School Board of the city of Brantford, and for four years was Chairman of the Board of Trustees. For seven years he was Captain of No. 3 Company Dufferin Rifles, 38th Regiment of Canadian Militia. Successful in his practice of the law, he was Solicitor of the Bank of Montreal,



Bank of British North America, Pratt & Latchworth Malleable Iron Company, Waterous Engine Works, Brantford Carriage Company, the City of Brantford, Brantford Electric and Operating Company, and other large corporations doing business in the city of Brantford. Mr. Wilkes is also interested in the American Machine Telephone Company of Canada. He is Secretary-Treasurer of the Brantford Electric and Operating Company, which supplies light and power to the city of Brantford, and was organized in 1894 with a capital of \$50,000. He is a Director of the Royal Loan & Savings Company, of Brantford, organized in 1872 and has a capital of \$500,000; a Director of the Manufacturers Life Assurance Company, of Toronto, and is the High Court Solicitor for the Canadian Order of Foresters. Mr. Wilkes is a member of the Masonic Order, A.F. & A.M., being a Past Master, and a member of the Canadian Order of Foresters. From 1897 to 1901 he was a Bencher of the Law Society of Upper Canada, and has twice been Deputy Judge of Brant.

A member of the Church of England and for several years a churchwarden, he is a Liberal in politics. He was married in 1887 to Esther Frances, daughter of Francis H. Haycock, late Collector of Customs at Paris, Ont., and has a family of five children.



LLOYD HARRIS, BRANTFORD, ONT.

The bearer of an historic name in the annals of Canadian industry and a progressive man of large and diverse interests is Mr. Lloyd Harris, of Brantford, the present President of the Board of Trade of that city. He represents in the third generation the first firm of agricultural implement manufacturers established in the Province of Ontario. The old firm is now incorporated with the Massey-Harris Company, Limited, but the inception of the industry in Ontario came from the enterprise of Alanson Harris, the grandfather of the subject of this sketch, who in 1841 at Beamsville, Ont., founded the business which was in 1872 removed to Brantford, Ont., and became very widely extended. His son, John Harris, the father of Lloyd Harris, entered the firm at the age of 21, and not only did much for the development of the industry but was universally beloved by his employees and by the citizens of Brantford generally for works of philanthropy. He died in 1887 at the age of forty-six. The mother of Lloyd Harris was, prior to her marriage, Alice J. Tufford. The subject of this sketch was born at Beamsville, Ont., on March 14, 1867, and was educated at Brantford until the age of thirteen and later at Woodstock College. At seventeen he entered the office of the firm at Brantford, known as A. Harris, Son & Company, working in various departments until 1889 when he went to Europe to introduce the machinery of the firm abroad. He made his headquarters in London but covered Great Britain and France with

much success. In 1891 the famous amalgamation of the Massey and Harris interests took place and he became resident Manager for Great Britain, with head offices in London. In 1893 his health commenced to fail and he was obliged to withdraw from active work and to reside on the Continent. He did not, however, abandon the interests of the firm altogether, but continued to exercise supervision of the business in England from his residence abroad. In 1900 he returned to his old home at Brantford after a residence abroad of over ten years. Since then he has devoted his attention to his very large Canadian and American interests. Some idea of the extent thereof may prove interesting. He is a member of the firm of Harris, Cook & Company, bankers and financial agents of Brantford, and represents the interests of the large estate of his father and of the Harris Trust Company as well. He is Vice-President of the Manufacturers Life Insurance Company of Toronto, a corporation capitalized at three million dollars. Of the Underfeed Stoker Company of America he is President and Managing Director. This corporation is capitalized at \$685,000, with head offices at Chicago, Ill., and an extensive manufacturing plant is established at Detroit, Michigan. Mr. Harris is also a Director of the Brantford Starch Works, and is also President of the Brantford Screw Company and the Brantford Packing Company. He is now the "Harris" of the Massey-Harris Company and is a very large stockholder in the concern. He is also part owner of the celebrated Bow Park stock farm near Brantford, an estate of a thousand acres beautifully laid out and devoted to the raising of the choicest breed of cattle.

In 1902 he was elected President of the Brantford Board of Trade, and is also a member of the Canadian Manufacturers' Association. In all that tends to stimulate the commercial and social life of the community he takes an active interest. He is President of the Brantford Lacrosse Club which won the championship of the Canadian Lacrosse Association in 1902. He is also a prominent social figure in other cities, is a member of the National Club and the Country and Hunt Club of Toronto, the Colonial Club, London, England, the British Club, Paris, France, and in 1901 served as President of the Brantford Club.

In religion Mr. Harris is an attendant of the Church of England. He has twice been married; on the first occasion, in 1888, to Miss Mary Perkins, daughter of James Perkins, of Petrolea. She died in 1892, leaving a daughter Frances. In 1897 Mr. Harris married Miss Evelyn Frances Blackmore, daughter of Capt. Wm. Blackmore, of Penzance, Cornwall, England.

BENJAMIN W. FOLGER, KINGSTON, ONT.

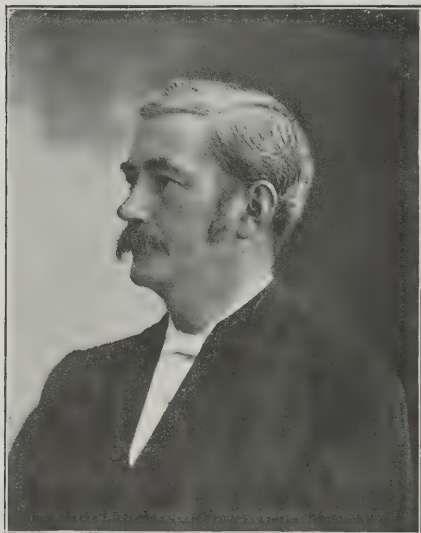


THE important subject of transportation boasts no abler exponent than Mr. Benjamin Webster Folger, of Kingston, Ont., a member of the Commission appointed by the Ontario Government for the construction of the Temiskaming and Northern Ontario Railway Company, and a member of the firm of Folger Bros., bankers and proprietors of extensive railway, mining and shipping interests. He was born at Cape Vincent, N.Y., on April 24th, 1841, the son of F. A. Folger, a successful business man of that town, where he held many offices of trust, and a descendant of the famous Folger family, of Nantucket, Massachusetts. His mother was Miss Laura Breck, of Vermont, and a niece of ex-Postmaster-General Collamer. He was educated in New York State, and in 1862 came to Kingston with his brother Henry and engaged in the banking business. The firm has prospered, and has played a considerable part in the development of transportation enterprises. Mr. Folger is a Director of the Thousand Island Steamboat Co., Limited, which was organized in 1882, and started with three steamers. The Company has now a fleet of twelve steamers operating between Ogdensburg and Kingston, and touching at all Thousand Island resorts. It operates in connection with the New York Central and Hudson River Railway. He is also Managing Director of the Kingston, Portsmouth and Cataraqui Railway, a city and suburban electric line, fully equipped. He is Vice-President of the Kingston Light, Heat and Power Company, owning and operating an electric plant and gas plant of the city of Kingston. He is a Director of the St. Lawrence River Steamboat Company, a passenger line operating on the Canadian side of the St. Lawrence River, and ever in connection with the Canadian division of the N.Y.C. & H.R.R. Mr. Folger is also a Director of the Canadian

Lake and Ocean Navigation Company, operating a line of steamers on the Great Lakes between Port Arthur and Montreal, and between the latter harbor and European ports. It is devoted to the carrying trade, and grain and package freights, and is interested in eight steel boats, of which five are turret steamers. He was one of the chief projectors of the Kingston and Pembroke Railway, a line of 104 miles in length, which was completed, equipped and placed in operation in 1882, and which they continued to manage until 1901, when it was acquired by the Canadian Pacific Railway Company. Folger Bros. are also largely interested in mineral lands along the line of the Kingston and Pembroke Railway, and in the Rainy River District of New Ontario, having over 300,000 acres of ore-bearing properties, which have shown iron, copper and allied metals in large quantities.

They operated with others the Tiptop Copper mines in Algoma for some years. In 1902 the Hon. G. W. Ross, Premier of Ontario, appointed him a member of the Commission to build the Temiskaming and Northern Ontario Railway, an appointment generally conceded to be an admirable one by all parties. He is considered one of the most convincing and successful of speakers in addressing public bodies on transportation questions. For years he has figured on deputations at Toronto and Ottawa, and his power of clear exposition has proved of the utmost value in informing Governments and Legislatures on these subjects. He has a strong taste for stock-breeding, and was the first to import and rear Holstein cattle in Canada, which have done much to improve the dairy interests of Eastern Ontario. He was for several years a noted breeder of standard-bred horses.

He married in 1861 Miss Louisa Jones, of Cape Vincent, N.Y., and has four children—Fred A., Superintendent of the Kingston and Pembroke R.R.; Ira, a captain in the lake marine, and Edith and Louise, at home.



JOHN A. MCGILLIVRAY, K.C., UXBRIDGE, ONT.

Few men have risen to prominence in so many and varied fields of human endeavor within the Dominion of Canada as John Alexander McGillivray, K.C., Supreme Secretary of the Independent Order of Foresters. A distinguished lawyer, a successful agriculturist and breeder of high-class cattle and sheep, an enthusiastic volunteer, and an officer of rank in the Canadian Active Militia, and one of the master minds of a great fraternal and financial Order, the subject of this sketch is a prominent figure in Canadian life.

The son of George McGillivray, of Aberdeen, Scotland, of the McGillivrays of Dunmagles of the clan McGillivray, and his wife, the daughter of Charles F. Fothergill, ex-M.P., he was born in Pickering, Ont., in 1852, his mother being a cousin of Jessie Fothergill, the English novelist, and of Count Montalembert.

Educated at the public and high schools of Whitby, at Rockwood Academy and Toronto University, he studied law and was called to the Ontario bar in 1877. He practised his profession with continuous success in Port Perry, Uxbridge and Toronto. Of high repute as a lawyer throughout the Province, and of unquestioned ability, he was created a Queen's

Counsel in 1890. Although engaged in the conduct of an extensive law practice, he took an active interest in agriculture and stock-raising pursuits. He became widely known throughout the Dominion as a breeder of Dorset-Horned cattle, taking at the World's Fair at Chicago ten out of the fifteen prizes, including the silver cup for sweepstakes. Mr. McGillivray is President of the Dorset-Horned Sheep Breeders' Association, Vice-President of the Continental Dorset Club, and a member of the Horse-Breeders' Association, Clydesdale Breeders' Association, Sheep Breeding Association, Short-Horn Breeders' Association, Cattle Breeders' Association, and a Director of the Fat Stock Show, and a Director of Canada's great Exposition and Industrial Fair, held in Toronto.

Deeply interested in military matters, he held a commission in the 34th Battalion Canadian Militia since 1874, and is now Lieut.-Colonel of the regiment. In the year 1890 he was elected Mayor of Uxbridge. Politically a Conservative, he was an unsuccessful candidate for the Ontario Legislature for North Ontario at the general elections in 1886. In 1895 he was the candidate for the Liberal-Conservative party for the same riding in the election for the House of Commons, and was elected a member of that body until the close of the Seventh Parliament. In the general elections for the House of Commons in 1896 he was elected, but was unseated on petition.

The subject of this sketch has always been interested in the development of the mineral resources of Canada. He is President of the Eastern Mining Syndicate, and of the British American Prospecting and Development Company.

A member of the Masonic Order of high degree, having been D.D.G.M. of the Toronto district, and a prominent Orangeman, Mr. McGillivray is a man of peculiarly high standing in the Independent Order of Foresters, being a Past High Chief Ranger and Supreme Secretary of this powerful Order, whose success has been materially aided by his efforts.

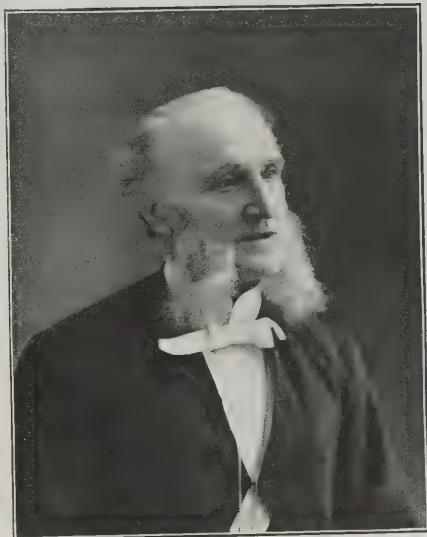
A member of the Presbyterian Church, he married, in 1881, Zella Augusta, eldest daughter of A. T. Button, J.P., of Uxbridge, Ont. His only child, Gordon Button, is a student at Uxbridge High School. Col. McGillivray is a member of the Albany Club, the National Club, Military Institute, St. Andrew's Society, Caledonian Society, and of the York Pioneers, and also of the Caledonian Trout Society.

JUDGE WILLIAM WEDDERBURN**HAMPTON, N.B.**

Among the notable men of Canada prominently connected with the Independent Order of Foresters is His Honor William Wedderburn, Judge of the County Court for King's and Albert Counties, in the Province of New Brunswick. Of high repute as a jurist in his native Province, Judge Wedderburn is known throughout the Dominion of Canada as Past Supreme Chief Ranger of the Independent Order of Foresters, which is recognized throughout the British Empire and through the United States of America as one of the greatest benevolent, fraternal and financial orders in the civilized world.

The son of the late Alexander Wedderburn, a native of Aberdeen, Scotland, and Jane Heaviside his wife, of London, England, he was born in the city of St. John, in the Province of New Brunswick, on the twelfth day of October in the year 1834. Educated in the Grammar School of his native city, he entered upon the study of law, determining upon that as his life profession. After fulfilling the necessary requirements as to service and qualifications, he was called to the bar of New Brunswick in the year 1858. Rapidly acquiring in early life a reputation as a sound lawyer and learned counsel, and obtaining a large clientele throughout the Maritime Provinces, he was recognized not only by the people of his own Province and the members of the bar with whom he practised, as a barrister of great ability, but he, in the year 1873, was created a Queen's Counsel by the Earl of Dufferin, then Governor-General of Canada. In the same year he was appointed a Commissioner of the Provincial Statistics of New Brunswick.

Deeply interested in the affairs of public moment, and in the political welfare of his native country, he was elected a member of the Provincial Legislature of New Brunswick in the year 1870. In February, 1876, his standing as a fair-minded member was acknowledged by his fellow representatives in the House by his election to the office of Speaker of the Provincial Assembly. In the year 1878, he accepted office in the Provincial Cabinet of New Brun-



wick as Provincial Secretary. A Freemason of high standing and degrees and an enthusiastic member of that influential society, he was for several years Grand Master of the Freemasons of New Brunswick. Deeply interested in the work and the organization of the Independent Order of Foresters, which he joined in 1890, and sincerely devoted to its objects, he is now the immediate Past Supreme Chief Ranger of that influential Order.

On June 28th, 1882, he was called to the bench of his native Province, and appointed Judge of the County Court for King's and Albert Counties.

He married in April, 1858, Jennie, daughter of C. C. Vaughan, Esq., of St. John, and resides at Hampton, N.B. As Past Supreme Counsellor of the Independent Order of Foresters, and later as Past Supreme Chief Ranger, His Honor Judge Wedderburn has great weight in the counsels of the chiefs of the Order, and is a factor of importance in its growth and prosperity. Much of the success met with by this Order throughout the English-speaking world is unquestionably due to the ability, energy and character of the men who hold the chief executive and advisory offices of its Government.



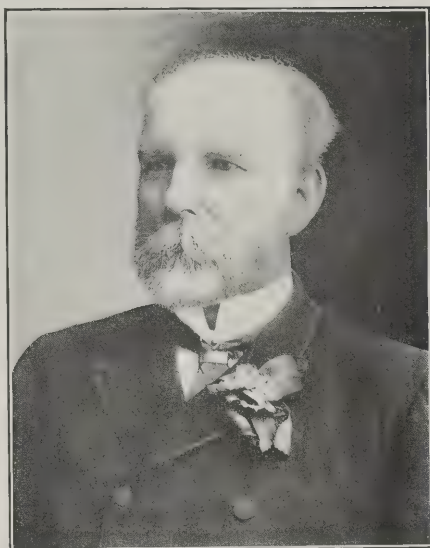
HON. W. H. MONTAGUE, M. D.
HAMILTON, ONT.

A man recognized as one of the best public speakers of Canada is the Hon. Walter Humphries Montague, M.D., ex-M.P., who now resides in Hamilton, although his interests are largely in Toronto. He was born on November 21st, 1858, at Adelaide, in Middlesex County, the son of Joseph Montague, a farmer, his mother being a daughter of John Humphries of the same county. He received his early education in the common schools of the district and at an early age started work as an errand boy in a country store. Qualifying as a teacher, he spent several seasons as a schoolmaster and was thus enabled to study medicine. He attended Toronto School of Medicine and Victoria College, Cobourg, where he took his M.D. in 1882 and was in the same year admitted to practice by the Ontario College of Physicians. Subsequently he took a post graduate course at Edinburgh and then settled down to practice in Dunnville, where he remained until 1899, when he removed to Hamilton. From the commencement of his residence in Haldimand he entered actively into the political life of the county. Tendered the Conservative nomination for the Legislature in Monck, he was defeated by Hon. Richard Harcourt. In 1887 he was the Conservative

candidate for the House of Commons for Haldimand and was elected. He was unseated and re-elected in November of that year. Being unseated by the Supreme Court, Dr. Montague was defeated in January, 1899. He was finally re-elected in February, 1890, and continued for upwards of ten years to represent Haldimand at Ottawa. Sir John A. Macdonald, a shrewd judge of men, had early marked him as a man of prominence. In the sessions of 1888 he made his debut by moving the address in reply to the speech from the throne in a speech that at once won him fame. In December, 1894, though still a young man, he was called to the Cabinet by Sir Mackenzie Bowell. On March 26, 1895, he became Secretary of State, and on December 24, 1895, he became Minister of Agriculture. In the spring of 1896, he in company with six other Ministers retired from the Cabinet on account of differences with the Premier. On the formation of the Tupper Ministry of 1896 he retained his former portfolio. In June of that year the Government was defeated at the polls on the Manitoba School issue, but Dr. Montague was elected in Haldimand. He sat in Opposition until November, 1900, when he was defeated by the non-resident cry, he having in the previous year moved from Dunnville to Hamilton. In 1901 he went on a mission for the I.O.F. to negotiate with the Australian Government, where he made many friends and did Canada much good. He spoke before a large number of Chambers of Commerce upon closer relations between the colonies. His speeches aroused great interest and were commented upon very favorably in the *London Times*. He is everywhere received with distinction. Dr. Montague is just approaching the prime of life and after so exceptional an early career will certainly be heard of in future. To him was due the commencement of the cold storage system in the Dominion Government Agriculture Department. He advocated and proposed the opening of depots for the sale solely of Canadian farm products in the market of Great Britain. His speeches in Australia upon that subject here have been discussed in the *Times* and commented very favorably upon and since his return to Canada he made a notable speech upon Canadian-Australian trade which attracted a great deal of attention here and in the Antipodes. In religion Dr. Montague is an Anglican. He married in 1879 Miss Angie Furry, daughter of E. Furry, J.P., South Cayuga. His home is "Hazelbrae," Hamilton. He is a member of the Rideau Club, Ottawa; the National Club, Toronto, and the Hamilton Club, Hamilton.

HON. A. T. WOOD, HAMILTON, ONT.

One of Ontario's public men is Hon. Andrew Trew Wood, of Hamilton, a member of the Senate of Canada, and a prominent factor in the development of his chosen city. He is of joint Irish and Scotch descent, the eldest son of the late David Wood, of Mt. Norris, Armagh, Ireland, where the subject of this sketch was born on August 26th, 1826. His education was received in his native town, and at Derrycughan and Loughilly, in Ireland. Coming at an early age to Canada he was employed first at Toronto and later at Hamilton. In 1848 he entered the hardware house of Wm. Atkinson & Co., and in 1849 commenced business for himself. In 1852 he entered the wholesale trade, and in 1859 formed a partnership with Mr. M. Leggat, of Hamilton, which continued many years. The firm became one of the largest and wealthiest in Canada. On the retirement of Mr. Leggat in 1889 it became Wood, Vallance & Company, and still continues with undiminished energy and success. Its trade extends all over Canada, and branches are maintained at Winnipeg and Vancouver. Mr. Wood has at all times been active in developing industry and commerce, and is at present President of the Hamilton Steel and Iron Company, capitalized at \$2,000,000, employing 1,500 men. He is likewise President of the Hamilton Provident and Loan Company, and Director of the Bank of Hamilton, both important financial corporations. Senator Wood was one of the founders of the Dominion Board of Trade, and sat in the council of that body; has also served as President of the Hamilton Board of Trade, the Hamilton Mechanics' Institute, and other important organizations. He was one of the early promoters of the Wellington, Grey and Bruce Railway, and was a Director of the Company up to the time of the amalgamation with the Great Western Railway, since merged into the G.T.R. He was also one of the founders of the Ontario Cotton Company, and has retained an important interest therein. In 1881 he was a member of the Howland Syndicate which offered to build the C.P.R. He was a Senator of Toronto University, and is now a trustee of that institution, and has served as President of the Hamilton Art School, and has in many ways demonstrated his interest in the progress of education as well as of trade. His special fitness for the task led to his appointment as delegate to the Imperial Commercial Congress, held in London in 1892 and again in 1896. For years Senator Wood has been a prominent figure in Canadian politics, and has at all times been identified with the Liberal party. In the Dominion elections of



1874 he was the nominee of that party for Hamilton, and was successful at the polls. In 1878 he was defeated, but in 1896, on again accepting the nomination, despite the fact that he was compelled to be absent from Canada during the campaign, was elected by a substantial majority. In 1900 he again met with a reverse at the polls, and was shortly afterwards appointed to the Senate of Canada at the instance of Sir Wilfrid Laurier, a great personal friend of whom he is a devoted follower in politics. Senator Wood's voice is always listened to with attention on questions of trade, and he favors a tariff policy which will develop the trade of Canada, as he puts it, "along the lines of least resistance." He is also a strong advocate of preferential trade arrangements with Great Britain.

Mr. Wood is a Presbyterian in religion, and in 1851 he married Miss Mary E., daughter of William Freeman, of Saltfleet, Ont. On her death, a few years later, he married Miss Jennie White, daughter of Mr. Geo. H. White, of the old town of Yorkville. He has six children—Wm. A. Wood, director of the retail department of Wood, Vallance & Co.; Geo. D. Wood, a wholesale hardware merchant at Winnipeg; Catherine, wife of Wm. Roaf, K.C., Toronto; Mary, wife of Robt. Hobson, Assistant Manager of the Hamilton Steel and Iron Co.; Elma, wife of W. B. Walsh, of the Dominion Bank, Toronto, and Edith, wife of Dr. A. E. Olmstead, Hamilton.

SAMUEL BARKER, M. P., HAMILTON, ONT.



R. SAMUEL BARKER, M. P., of Hamilton, Ontario, is known throughout Canada as a prominent member of the Liberal-Conservative party and equally famous as a railroad man, although his profession is that of the law. He was born at Kingston, Ontario, on May 25th, 1839, the son of William and Anne Barker. His early years were spent in London, Ontario, where his father

attained a position of prominence and was at one time Mayor of the city. Samuel Barker was educated at the London district Grammar School and subsequently entered the profession of law. He was called to the bar in 1863 and at once commenced practice in London and to take an active part in public affairs. While still a very young man he was elected an Alderman of the city and became Chairman of its Finance Committee. In those days railroad development was going on rapidly in the older sections of Ontario, and Mr. Barker was early identified with such enterprises and also had shown himself a sound commercial lawyer, having filled the post of Inspecting Director of the Huron and Erie Savings and Loan Company. In 1872 he was appointed Solicitor and General Counsel for the Great Western Railway, a corporation since merged into the Grand Trunk Railway. This necessitated his removal to Hamilton, the headquarters of the Company. In this capacity he acted until 1883 when he became General Manager of the Northern and North-Western Railway, a corporation also subsequently merged with the G.T.R. His later years he has spent in the practice of law at Hamilton, where he has a very large commercial practice. He is a Director of the Landed Banking and Loan Co. of Hamilton, and also of the Crown Life Insurance Co. of Toronto. In 1898 he was President of the Hamilton Board of Trade and has also filled the post of Vice-President in the organization of Dominion

Boards of Trade. As evidence of the respect in which his knowledge of railroad matters is held by experts, it may be stated that in 1895 he was selected by both the Directors and the dissatisfied shareholders of the Grand Trunk Railway to examine into and analyze the accounts of the road.

His identification with the policy of the Liberal-Conservative party of Canada might almost be said to have been lifelong. He had long been connected with the organization of the party in Hamilton and has shown himself a resourceful and able speaker on the platform. In the general elections of 1896, when the fortunes of the party looked very dark, he was induced to come forward as one of the party's nominees for Hamilton and suffered defeat at the polls. In 1900, when the federal elections again came on, he became the directing head of the party for the whole of Ontario with the result that, despite the influence that two Governments, federal and provincial, could bring to bear against it, a Government majority of twelve in Ontario was turned into a Liberal-Conservative majority of twenty-two for this Province. Mr. Barker himself was elected in Hamilton by a large majority, although during much of the campaign he had to devote his time to the affairs of the Province at large. In the seats to the left of the Speaker at Ottawa he fills a prominent place. Socially Mr. Barker is very popular. He is a member of the Hamilton Club, of the Toronto Club, the Albany Club of Toronto and the Rideau Club of Ottawa. He is also President of the Hamilton Jockey Club and fills the same position in the Conservative Club of Hamilton.

Mr. Barker is a member of the Church of England and has twice been married; on the first occasion to Miss Isabella Cruickshank, of London, Ontario, who died at an early age; and, secondly, to Miss Helen Cruickshank, also of London. He has five children, one son, Charles G. Barker, of the Bank of Hamilton, Winnipeg, Manitoba, and four daughters.

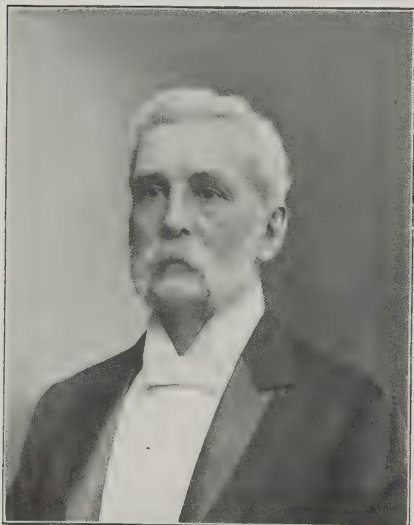
CYRUS A. BIRGE, HAMILTON, ONT.

The President of the most important commercial organization in the Dominion—the Canadian Manufacturers' Association—is at the time of writing, Mr. Cyrus Albert Birge, of Hamilton. To this office he was elected in August, 1902. Mr. Birge is President of the Canada Screw Company, one of the most important corporations in the Province of Ontario. He was born near Oakville, Ontario, on November 7th, 1847, the son of Herman P. Birge, a farmer, who originally came from Hartford, Connecticut, and settled in Halton County. His mother, Helen M. Ainslie, was of Canadian birth. When the subject of this sketch was but eight years of age his father died and such education as he received was obtained by attending the district schools, finishing at Oakville Grammar School. At the age of eighteen he secured a position in a dry goods store at Oakville and continued in this employment for three years. He then took up the study of medicine with Dr. C. H. Lusk, of Oakville, but had to abandon this on account of ill-health and went to Stratford, where in 1870 he started a grocery business and remained there two years. He sold this out and bought a bankrupt stock in Chatham which he sold out a few months later. He then entered the employ of the old Great Western Railway, now the southern division of the G.T.R., as accountant in the engineering department. Later he was removed to London and subsequently back to Hamilton. In 1882 he left his post in the engineering office of the Company to take the management of the Canada Screw Company which was then located at Dundas, Ontario, and in 1883 became Vice-President and Managing Director of the Company. The plant was owned and operated at that time by the American Screw Company of Providence, Rhode Island, and was in bad shape financially. Not long after he assumed the management, Mr. Birge succeeded in putting the concern on a paying basis. At that time the Company employed fifty to sixty men. In 1887, five years after he assumed the management, the plant had to be enlarged and the Company was re-organized, capitalized at half a million dollars and removed to Hamilton where a new building was erected. In 1898 he bought out the American interests in connection with the Company and became President. Thus it has become a purely Canadian corporation. Two hundred men are employed at its works and branches are maintained at Toronto and Montreal. The product of the Company is sold



throughout Canada from Halifax to Vancouver. Mr. Birge was one of the original Directors of the Hamilton Blast Furnace Company before its amalgamation with the Hamilton Steel and Iron Company. Of the Canadian Manufacturers' Association, he has been a member for over twenty years and for several years back a member of its executive. In 1900 he was elected Vice-President for Ontario, in 1901 he became Vice-President for the Dominion and in 1902 at the annual convention in Halifax was promoted to the Presidency. He is a man of progressive ideas and wide acquaintance with commercial problems. He is a member of the Board of Trade of both Toronto and Hamilton and in the latter body he is a member of the executive. He is popular socially and belongs to the National Club, Toronto, and the Hamilton Club and is Vice-President of the Caledon Mountain Trout Club which maintains a fishing preserve near Georgetown, Ontario.

In religion Mr. Birge is a Methodist and was Superintendent of the Sunday School of Wesley Church, Hamilton, for seventeen years. He has also for many years back been a prominent figure in both the general and local conferences of the Methodist body. Mr. Birge has twice been married, in 1870 to Rebecca J. Coote, of Oakville, who died in 1898, and in 1902 to Margaret Vanstone, of Wingham, Ontario. He has two children, a son, Herbert C. Birge, Secretary of the Canada Screw Company, and a daughter, Miss Edith M. Birge.



ALEXANDER TURNER, HAMILTON, ONT.

One of the most enterprising business men of the city of Hamilton is Mr. Alexander Turner, head of the firm James Turner & Company, wholesale grocers, and Vice-President of the Hamilton Provident and Loan Company. He was born on June 8, 1831, at Glasgow, Scotland, where his father, John Turner, was a manufacturer of cotton goods. He was educated in his native city, as a youth got a situation in a cotton yarn merchant's office and continued connected with the yarn trade until 1856 when he left for Canada. His brother John had come to Canada in 1844 and located at Hamilton in the retail and jobbing grocery trade under the firm name of Ferguson & Turner. His brother James followed him; in 1849 the firm then became John and James Turner and in 1856 the retail department was closed down and the firm devoted its whole attention to the wholesale trade. Alexander Turner followed his brothers to Canada in 1856, and for two years was connected with the firm of Geo. Ewart & Company, wholesale grocers at Toronto. In 1858 he opened a retail grocery store at Hamilton and continued in the retail trade until 1864. His brother John died in 1859 and Alexander entered the business in partnership with his brother James, the firm being known as Jas. & Alex. Turner, until 1867, when the late W. H. Gillard became a partner, the firm name being changed to James Turner & Co., which it has since retained. W. H. Gillard retired from the firm June, 1878, to start business on his own account.

In 1884 James Turner became a member of

the Senate of Canada and died in 1889. The present firm consists of Alexander Turner, its head, Lloyd T. Mewburn, Alex. G. Osborne, and Campbell S. Turner. Mr. Osborne is a son of the late James Osborne, of the firm of James Osborne & Sons, which was established at Hamilton in 1843. The firm of James Turner & Company cover the grocery trade not only of old Ontario, but of New Ontario, Manitoba, the Northwest Territories and British Columbia as well. The firm is especially well known in the tea trade and imports on a large scale. The "Ram Lal" brand of India tea is packed in India and sold throughout Canada from Sydney, C.B. to Vancouver, B.C.

Mr. Turner was one of the original incorporators of the Hamilton Provident and Loan Company, a most prosperous financial corporation, of which he at present is Vice-President. It was established in 1871 and has retained the confidence of the community from the outset of its career. It has a paid-up capital of \$1,000,000, held by leading capitalists and business men of the city and has ever been a centre of active accounts by those representative of the business life and commercial development of Hamilton and the surrounding district. Its reserve fund is \$340,000, and its high standing reflects great credit on the able and sound policy of its Directorate in which Mr. Turner has been a prominent figure. The company has always been noted for the high financial and personal reputation of the gentlemen constituting the Board and this has no doubt contributed largely to the success it has enjoyed in the commercial community. Anticipating the enormous development of the Canadian Northwest, the company extended its operations there and was early established in what is certain to prove a magnificent field for sound enterprise. In the deliberations of the Board, the sound business judgment of Mr. Turner has proved of inestimable value to the company. Mr. Turner is also a member of the Hamilton Board of Trade and was its President as early as 1881.

In religion he is a Presbyterian and has served on the Board of Managers, and is a Trustee of the Church he attends. He also takes an interest in educational matters and was a member of the Public School Board for sixteen years, serving a year as Chairman. He is also a member of the A. F. & A. M., R. A. M., Rose Croix Consistory 32nd of Hamilton.

In 1865 he married Miss Margaret J. Strang, of Hamilton, and has six children: Katherine, wife of Walter B. Ferrie, of the Canada Life Assurance Co. at Vancouver, B.C.; Agnes, widow of the late W. A. Gilmour of Vancouver; Misses Lucie and Mary Turner, John A. of the firm of Smart-Turner Company, Hamilton, and Campbell S., junior partner of the parent firm.

GEORGE E. BRISTOL, HAMILTON, ONT.



R. GEORGE E. BRISTOL, of Hamilton, Ont., is a member of one of the largest and most enterprising wholesale grocery firms in Canada which is known as Lucas, Steele & Bristol. Mr. Bristol may be taken as a representatively progressive Canadian, for entering the institution, which is an old established one, as a lad, he has worked his way up by the ladder of promotion to the position he now occupies. He was born in Belleville, Ontario, on November 23rd, 1855, and at an early age removed with his parents to Napanee, Ontario, where he attended the public schools and at the age of sixteen went to Hamilton to enter the counting room of Lucas, Park & Company, as it was then known. Thus began his connection with the business with which he has ever since been identified. It was founded originally by the late Mr. G. J. Foster of Hamilton, Ontario, in 1859, and was one of the earlier wholesale firms to be established in Ontario. On the death of Mr. Foster in 1870 he was succeeded by Mr. R. A. Lucas, who has ever since remained at the head of the firm, and by Mr. J. H. Park, the firm name becoming Lucas, Park & Company. This was the title of the institution when Mr. Bristol entered its counting-room. He worked through the various departments, and was finally, in 1881, though still a very young man, admitted into partnership. At the same time Mr. R. T. Steele was taken into the firm which, however, continued under the old name of Lucas, Park & Company. In 1892 Mr. J. H. Park retired and the style of the firm became Lucas, Steele & Bristol, which it remains at present. The business of the establishment covers the grocery trade from Toronto West to the Pacific Coast, there being nine travellers on the road and a resident agent at Calgary, Alberta, to cover the western part of the Northwest Territories, although the main office and warehouses are maintained at Hamilton. The firm is interested in and has been connected financially

with the Aylmer Canning Company, Limited, of Aylmer, Ontario, since the formation of the latter. Of this company Mr. Bristol is a Director and it has the largest canning plant in Canada and depots in many of the finest agricultural districts of the Province. Through Canada the goods of the company are standard. The "Empire Brand" sold by the firm is found in all the leading retail grocery stores in the cities and towns of Ontario and through the Western Provinces. On the direct supervision of Lucas, Steele & Bristol the "Empire Brand" in salmon, vegetables, baking powder and package teas are packed, and in spices "L. S. and B. Brand" is standard throughout Canada. The firm are members of the Wholesale Grocers' Guild of Hamilton, and are also members of the Dominion Association in connection with the trade. Mr. Bristol is President of the Ontario Wholesale Grocers' Guild. Altogether it can be safely said that there is no business institution in Canada which has pursued sounder or more progressive methods. While opportunities for the expansion of their trade has never been overlooked they have at the same time set a standard of excellence and reliability in their merchandise.

Mr. Bristol was one of the first to interest himself in the beet sugar industry which has suddenly grown to large dimensions in Ontario and was a member of the delegation of the wholesale business men of the Province who went before the Government and succeeded in securing the proper encouragement for the establishment of this important industry. In addition to his other interests he is President of the Imperial Vinegar Company of Hamilton. In 1892 he served as President of the Board of Trade of Hamilton, and has ever since been a member of the Executive Council of that body. He has never taken an active interest in politics but has always taken a deep interest in the promotion of athletic sports. He has especially interested himself in rowing and aquatic contests, having himself been an amateur oarsman of no inconsiderable skill in days gone by. In religion he is a member of the Church of England.

WILLIAM BURROW, HAMILTON, ONT.



BECAUSE of its large iron industries, Hamilton, Ontario, has been called the "Birmingham of Canada," and one of the men who has done much to earn that name for the city is Mr. William Burrow, President of the Burrow, Stewart & Milne Company, Limited, manufacturers of stoves and ranges, hot air furnaces, farm, hay and truck scales and other iron and steel products.

Mr. Burrow was born in Devonshire, England, on February 11th, 1838, the son of Richard Burrow, a civil engineer, and Mary A. Helson, his wife. His parents came to Canada from the Motherland in 1845 and located at the town of Galt, Ontario, where the subject of this sketch attended the public schools. At the age of sixteen he was articled to learn the trade of an iron moulder and served his four years' term of apprenticeship. In 1859, having mastered the trade, he started out for himself and worked at iron moulding, first in Hamilton and afterwards in the United States. For four years he was employed in the larger plants of the American Republic and availed himself of the opportunity to inspect and acquaint himself with the details of these institutions. In 1864 he returned to Hamilton and in company with Messrs. Stewart and Milne, both practical iron men, the present firm of Burrow, Stewart & Milne was established. The firm obtained its start with a contract for supplying sewing machines and hardware castings. At first they did the work themselves, but at the end of six months were able to employ six extra moulders. They continued to manufacture castings on contract until 1870, when they began on their own account to manufacture builders' hardware and subsequently went into the manufacture of stoves and ranges. The wholesale business in stoves was commenced in 1870 with the production of less than one hundred stoves. From the manufacture of these they branched out into the manufacture of hot air furnaces and of all types of weigh scales from small counter scales to hay and truck

scales of 100 tons capacity. The output of their foundries is sold in Canada from the Atlantic to the Pacific coast and in the Northwest Territories especially are the weigh scales manufactured by the firm in special demand. In 1902 they had an output of nearly eight thousand stoves and gave employment to two hundred and sixty men. Nor is their business confined to the large classes of iron wares. In specialties they manufacture many thousand steel curry-combs every year and supply full ninety per cent. of the articles of this description sold in Canada. Part of the success of the firm has been due to the facilities it possesses for the distribution of its output. In the city of Montreal to cover the eastern trade, it maintains a large distributing warehouse and office. At Winnipeg, Manitoba, to cover the great wheat areas of the west, and at Vancouver, British Columbia, to reach the Pacific coast trade, important distributing agencies are maintained. Nine travelling salesmen are employed in Canada in placing their wares before the public. So great has been the popularity of the firm's lines with the Canadian public that it has never had a surplus stock for export and has not as yet sought to trade in foreign channels. A few years ago the firm was turned into a joint stock company and capitalized at \$250,000, altogether a remarkable showing, when it is remembered it was started without capital by those partners who worked on their first contract with their own hands. Mr. Burrow and his partners are members of the Canadian Manufacturers' Association.

In politics he is a member of the Conservative party but has never sought or held any political office. In religion he is a member of the Methodist community.

Mr. Burrow was married in 1870 to Miss Marguerite Henderson, of Hamilton, and has a family of seven children, three sons and four daughters. His eldest son, William, is accountant of the Burrow, Stewart & Milne Company, Limited; his second, Edward, is connected with the staff of the Bank of Hamilton, and a third son, Horace, is still being educated.

JAMES M. YOUNG, HAMILTON, ONT.

One of the prominent cotton manufacturers of the Dominion of Canada, a man deeply and energetically interested in the industrial development of his native country, James Mason Young, proprietor of the Hamilton Cotton Company and President of the Imperial Cotton Company, both of the city of Hamilton, in the Province of Ontario, is an important figure in the commercial progress of Canada. The son of the late John Young, of the city of Hamilton, who during his life was engaged in the wholesale dry goods business under the firm name of Young, Law & Co., he was born in the city of Hamilton on the twenty-third day of October, 1853. Educated at Galt Collegiate Institute, and at Hellmuth College in the city of London, Ontario, he, upon leaving school at the age of eighteen, entered upon his business career with the wholesale dry goods firm of Thomas Birkett & Bill of Hamilton, as entry clerk. In the year 1874 he went to Scotland to thoroughly and practically acquire a knowledge of the business of cotton manufacture and remained in Scotland closely studying the details of that business in all its phases for two years. Returning to Canada in 1876 he entered the employ at Dundas, Ontario, of the Dundas Cotton Mill Company, in which he, with other members of his family, was largely interested. In the year 1880 he left Dundas, and with his brother-in-law, R. A. Lucas, built the first cotton mill erected in the city of Hamilton, the firm being known as the Hamilton Cotton Company. His partner took no active part in the management and the business was entirely under the conduct of the subject of this sketch. In the year 1895 Mr. Lucas retired from the business altogether and Mr. Young became sole proprietor. Ever since its foundation, this business has steadily advanced, and has increased annually its output of different goods which find a market throughout the various Provinces of the Dominion, and at the present time employs three hundred and fifty hands. Mr. Young was also



interested extensively in the formation of the Imperial Cotton Company in 1900, and was elected the first President thereof, which office he still holds.

In religion Mr. Young is a Presbyterian, and is a member of St. Paul's Church, Hamilton. In 1880 he married Georgina, daughter of Dr. Vernon, of the city of Hamilton, and has a family of four children, two daughters, Miss Douglas and Miss Elsie, and two sons, Allan and Vernon, who are still at school at the Upper Canada College, Toronto. The subject of this sketch is a member of the Albany Club, Toronto, of the Hamilton Club and the Thistle Club, Hamilton, and of several other social clubs. He is materially interested in the manufacturing industry and its progress in the Dominion of Canada, and has a thorough knowledge of the cotton manufacturing interest, and the relations those interests have to the progress of trade and commerce in Canada.

Mr. Young is an active member of the Hamilton Board of Trade, and of the Canadian Manufacturers' Association since its foundation.



JOHN TILDEN, HAMILTON, ONT.



ONE of the noted industrial captains of the busy manufacturing city of Hamilton, Ont., is Mr. John Tilden, President of the Gurney, Tilden Company, manufacturers of the "Souvenir" stoves and ranges, so well known throughout Canada, as well as of steam radiators and builders' hardware. Mr. Tilden was born at Utica, in the State of New York, on April 6th, 1848, the son of Mr. J. D. Tilden, a furniture manufacturer, and Margaret Averill, his wife. His education was received in the United States, but in 1868, at the age of twenty, he came to Canada, and was engaged in the office of Messrs. E. & C. Gurney, of Hamilton. In 1883 he became a partner in the firm, when it was reorganized as the E. & C. Gurney Company. In 1892 the firm was again reorganized and incorporated with a capitalization of \$350,000, as the Gurney, Tilden Company, Limited, and the subject of this sketch became President, as above stated. The business is an historic one in Canada. It was started at Hamilton, in 1843, by Edward Gurney and Charles Gurney, two practical iron workers, who began the manufacture of stoves in a small way, at first working at the forges themselves, and employing but two additional helpers. Supplying first the local trade, they, as time went on, succeeded in extending their business. In the early days their output of stoves was sold from wagons traveling over Western Ontario. In 1855 they branched into the wholesale stove trade, and continued to extend their business from year to year. In 1883 Mr. Edward Gurney, one of the original founders of the business, died, and, as has been stated, a reorganization followed, Mr. Tilden coming into partnership in the E. & C. Gurney Co. then formed. A plant was established in Toronto under the direction of Mr. Edward Gurney, the younger, and it still operates under the old firm name. In 1892 Mr. Charles Gurney having transferred his interests to Toronto, the present Company was formed, consisting

of Mr. Tilden and of the heirs of the late Edward Gurney. The firm employs from 325 to 350 mechanics, and had an output in 1902 of over 9,000 stoves. Some years ago an important branch was added to their business in the manufacture of steam and hot water radiators, and the company are among the largest manufacturers of builders' hardware, lock and door trimmings especially, in the Dominion. Their trade extends through every Province of the Canada federation, and sixteen traveling men are constantly on the road for the firm. They have a branch warehouse at Winnipeg which operates under the name of the Gurney Stove and Range Company, to supply the Northwest trade. Another branch warehouse at Vancouver, B.C., supplies the trade of British Columbia and the Yukon Territory. Agencies are maintained at Montreal, Toronto and St. John, New Brunswick. Nor has the Company been content with a Canadian trade, wide as it is, merely; they export stoves extensively to Europe, to South Africa, and to Australia. They have agencies at London and at Sidney, Australia, and export large quantities of building hardware as well. Mr. Tilden has taken a keen interest in the industrial development of his adopted city. He was the first President of the Hamilton Blast Furnace Company, and was connected with its directorate until its amalgamation with the Hamilton Steel and Iron Company. He was also for some years Secretary of the Canadian Screw Company, of Hamilton. He is at present a Director of the Imperial Loan and Investment Company, of Toronto.

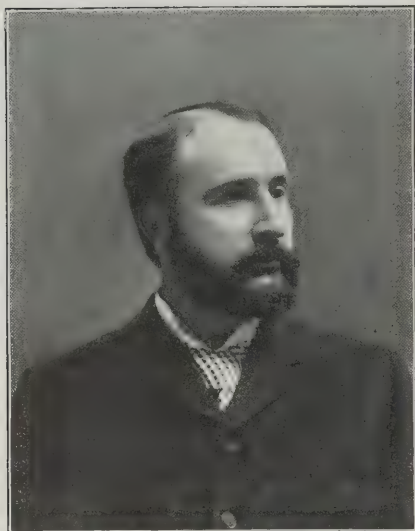
In politics Mr. Tilden is a Conservative, and for two terms was an Alderman of the city. He was for several years Chairman of the Board of Assessors of Hamilton. He is prominent in the A.F. & A.M., a member of Moore Sovereign Consistory, of Hamilton, thirty-second degree, and a member of Godfrey de Bouillion Commandery, K.L., Hamilton, and served one year as Assistant Grand Secretary of the Grand Lodge, A.F. & A.M., of Ontario. In religion he is a Methodist, and in 1902 was married to Isabella M. Marks, of Hamilton.

CHARLES W. RILEY, INGERSOLL, ONT.

Engaged in a line of business to which Canada owes much of the progress made in the commercial world during the last twenty years, Charles W. Riley of the town of Ingersoll, in the Province of Ontario, Vice-President of the Noxon Company, Limited, manufacturers of binders, mowers, drills, seeders, rakes, harrows, pulpers, etc., and the representative in western Ontario of J. & J. Lonsdale & Co., Limited, London, Liverpool, and Manchester, England, provision and butter merchants, is a considerable factor in the business life of western Ontario. Born in the city of Montreal, in the Province of Quebec, on the second of November, 1857, the son of William Riley, a commission merchant for a number of years, who came to Canada from Nottingham, England, in 1842, and his wife Hannah Wheatley, also a native of England, he was educated at the public and high schools. After the completion of his school days he entered into commercial life, and after undergoing and surmounting the usual difficulties attendant upon the early life of a man engaged in commercial pursuits, Mr. Riley has become an influential officer in the management of one of the large and enterprising manufacturing industrial institutions of Canada, The Noxon Company Limited, the representative of one of the largest buyers of Canadian products in Great Britain. The subject of this sketch began in the year 1884 to ship cheese to Great Britain, and in that year exported fifteen thousand packages and in the year 1902 exported one hundred and twenty-six thousand packages. Mr. Riley manages an extensive cold storage plant at Ingersoll and owns and controls the Harley Cheese and Butter Company at Harley, in the Province of Ontario. Until the year 1902 he owned and operated four other cheese factories. Mr. Riley is also the proprietor of the business of C. H. Stawson & Co., of Ingersoll, Ontario, dealers in dairy supplies and provisions and manufacturing jobbers and importers of dairy appliances, manufacturers of Brett's Annatto, the well-known cheese coloring which is extensively used throughout Canada. The Noxon Company, of which he is Vice-President, has a warehouse and agency



in the city of Ottawa to cover its business in the Ottawa Valley and the St. Lawrence River districts, a warehouse and agency in the city of Montreal to cover the Quebec district, a warehouse and agency in the city of Fredericton in the Province of New Brunswick to cover the district in the Maritime Provinces, a warehouse and agency at 81 Bunhill Row, E.C., in the city of London, England, established in 1898, and an agency in the city of Winnipeg to cover the Province of Manitoba and the Northwest Territories. This company exports cultivators and drills to Australia and mowers and binders to France and Germany and have supplied the Russian Government with several large shipments of farm implements for cultivation purposes, the orders from which sources are increasing yearly. The Noxon Company is a member of the Canadian Manufacturers' Association. A Liberal-Conservative in politics, Mr. Riley is a member of the Masonic Order A.F. & A.M., and is unmarried. Closely connected with and a leading spirit in the extensive manufacture of agricultural machinery and the exportation of butter and cheese, two of Canada's most profitable industries, Mr. Riley at a comparatively early age is a man prominent in the commercial progress of Canada and the development of her trade in other lands.



ANGUS MCKAY, M.D., INGERSOLL, ONT.

A physician of high reputation in Western Ontario, an earnest and active Liberal in the political affairs of his country and a member of the Provincial Legislature of Ontario for a number of years and President and Director of several important commercial institutions, Dr. Angus McKay holds a leading position in the life and progress of Western Ontario. The son of Donald McKay, who came from Sutherlandshire, Scotland, to Canada in the year 1840 and was a school teacher for several years and afterwards a farmer in the county of Oxford, in the Province of Ontario, and Christine McLeod his wife, also from Sutherlandshire, he was born in the township of North Oxford, in the County of Oxford, on the 2nd day of October, 1852. Educated in the local schools of his native country until 1868, the subject of this sketch entered upon the study of medicine at Trinity Medical College, Toronto, where he graduated in 1872 with the degree of M.D. Upon his graduation, Dr. McKay pursued a post-graduate course for one year at the Royal College of Physicians and Surgeons at Edinburgh, Scotland, and afterwards took a post-

graduate course at St. Thomas General Hospital, London, England. During the autumn of 1875 he served as ship-surgeon on the S.S. *Hong Kong* of the Watts-Milburn line, making a trip to China and return. Dr. McKay then returned to Canada and began the regular practice of his profession in the town of Ingersoll, where he has since resided and successfully practised. Interested in public affairs early in his career, he was elected a member of the County Council of Oxford and served as Deputy-Reeve thereon for one year. In the year 1886 he was the Liberal nominee for the Ontario Legislature for South Oxford and was successful in the ensuing election contest. In 1890 he was elected in the same constituency for the same Legislative House and again in the elections of 1894 and 1898. In the year 1902 he was defeated at the polls by a small majority but has filed a protest on the ground of irregularities in the conduct of the election. In his career as a member of the Provincial Assembly from 1886 to 1902 he was Chairman of the Committee on Standing Orders since 1894 and Government Whip from 1890 to 1894. Dr. McKay is President of the Middlesex and Elgin Electric Railway Company now constructing an electric railway between London, St. Thomas and Port Stanley, a distance of thirty-two miles, and having a charter from the Ontario Government covering express, freight, passenger, light and power franchise, capitalized at \$500,000. He is President of the Ontario Financial Company of Port Dover, Ontario, capitalized at \$50,000, which does a private banking business, and also a Director of the Continental Life Assurance Company of Toronto, organized in 1900 with a capital of \$1,500,000. Dr. McKay is surgeon for the Grand Trunk Railway Company at Ingersoll and in 1898-99 was a member of the Board of Examiners of the Medical Council of Ontario. The firm of McKay & Neff, of Ingersoll, of which he is the senior partner, has an extensive practice throughout Western Ontario.

A Presbyterian in religion, he is a member of the Masonic Order A.F. & A.M., R.A.M., of the I.O.F. and of the I.O.O.F. In 1894 he was married to Miss Jean Barker, at Toronto, and has a family of three children.

MICHAEL A. PIGOTT, HAMILTON, ONT.

One of the progressive and solid business men of the prosperous city of Hamilton is Mr. Michael A. Pigott, general contractor, who is an extensive owner of real estate and possesses some of the best business blocks in Hamilton. Mr. Pigott was born in Trafalgar township, Halton county, on June 14th, 1850, of Irish parentage. His father came originally from Dublin, Ireland, and emigrated to Canada in 1836. He first opened a shoe store in Toronto, but this proving unremunerative he settled on a farm in Halton county where the subject of this sketch was born. Subsequently the elder Pigott removed to a farm near Guelph, Ontario. The son first attended the district schools in the "Scotch Block" until he was twelve years old, after which he attended school in Guelph for several winter terms. Until he was twenty-one he remained with his father on the farm and learned the trade of a carpenter. In 1871 he removed to Toronto and worked at his trade, at the same time improving himself by acquiring a knowledge of draughting and architectural work. In 1876 he returned to Guelph and began as a contractor in a humble way, constructing small dwellings and so forth, until in 1879, business having prospered with him, he removed to the city of Hamilton where he did general contracting work. In 1883 he secured a contract for several business blocks and one in connection with the erection of St. Mary's Cathedral at Hamilton, amounting to \$50,000. In 1884 he built several of the most important wholesale blocks in Hamilton. In 1885 he obtained the contract for the Post Office at Galt, Ontario, a very handsome structure, and for similar public buildings at Orangeville, Ontario. In 1886 he built the drill hall and armoury at Hamilton, which was erected at a cost of \$70,000. During 1887 and 1888 he erected the handsome City Hall of the city of Hamilton at a cost of \$150,000. The next two or three years he devoted himself to the erection of business blocks of which he himself remained the owner. In 1891 he built the Convent of the Sisters of the Precious Blood, at Toronto, and in 1892-3 had a contract on hand for the Ontario Government, erecting part of the buildings at Brockville Asylum at a cost of \$50,000. In 1894-5 he built the well-known monastery of the Carmelite Community at Falls View, near Niagara Falls, Ontario, at a cost of \$85,000. In 1896 he went into railroad contracting and in association with Mr. John C. Ingles constructed the spur line of the C.P.R. from Hamilton Tunnel to Desjardins Canal where the line joins the Grand Trunk



Railway. The work was completed precisely in six months at a cost of \$300,000. In 1897-8 Messrs. Pigott and Inglis built Sections A and B of the Granville locks for the Federal Department of Railways and Canals at a cost of \$275,000. In 1899 Mr. Pigott constructed the water-power works at Port Dalhousie, Ontario, at a cost of some \$60,000. In 1900 and 1901 the activities of Mr. Pigott were chiefly centred at Meaford, Ontario, where he constructed the harbour works, including breakwater and docks, at the same time carrying on the necessary work of dredging. He also built several miles of road for the G.T.R., connecting their line with the new docks. In 1902 he was associated with the late John W. Munro, M.P.P., of Pembroke, in the work of power development and mill construction on the Spanish River for the Spanish River Pulp and Paper Company, Limited. After the sudden death of Mr. Munro, early in June, 1902, he continued in charge of the work and at the time of writing it is well on the way to completion.

In religion Mr. Pigott is a Roman Catholic and he was married in 1881 to Miss Mary E. Dolan, daughter of Mr. Bernard Dolan, of Toronto. He has five children, of whom his two sons, Joseph Pigott and Royal B. Pigott, are still at college. He has three younger daughters also. Mr. Pigott is one of the most highly respected citizens of Hamilton and deservedly popular.

THOMAS SELDON, INGERSOLL, ONT.



ONE of the largest exporters of Canadian products and a man of consequence in the business life of western Ontario, Thomas Seldon, of the town of Ingersoll, in the Province of Ontario, is a considerable factor in the commercial progress of Canada. Born in Cornwall, England, on the eighteenth day of June, 1844,

he came to Canada with his father in his infancy and attended school in North Oxford until the age of nine when he went on a farm with his father, where he remained until he arrived at man's estate, attending the district school during the winter terms. At twenty-two he began life on his own account as a farmer and as a contractor, for seven years supplying wood for the Grand Trunk Railway Company. In 1873 he secured a contract for ties to be supplied the Canadian Pacific Railway Company and bought several tracts of timber which he manufactured into railroad ties. In this work he was engaged until 1876, when he took an extended trip to England and the European Continent for the benefit of his health.

When in England he conceived the idea of shipping Canadian apples to the English market. After his return to Canada he entered into farming and stock-raising and became an exporter in a small way. In 1883 he made his first shipment of apples to England of two thousand barrels, making a profit of only five dollars on the shipment. In 1885 he made his first shipment of Ontario turkeys to England, consisting of forty cases, and from the success met with ever since has continued to be an extensive exporter. In 1902 he shipped 30,000 turkeys and 4,000

ducks and 28,000 barrels of apples to Great Britain. During the years 1891-1892-1893 he exported yearly from 30,000 to 35,000 barrels of apples annually. So well-known and relied upon were the Canadian products handled for export by the subject of this sketch that they are used on the market as the Thomas Seldon brand of apples and the Thomas Seldon turkeys. The agencies of Mr. Seldon's extensive business in Great Britain are Alex. Russell, Covent Garden, London; Frank Hamilton & Co., Liverpool; John Waggstaff, Stockport, England; and Thomas Russell, Glasgow Meat Bazaar, Glasgow. In 1892 the Dominion Fruit Inspector reported that the Thomas Seldon brand of apples passed his examination, the highest for perfection and were the best apples inspected at the Port of Montreal for British shipment. Mr. Seldon in his business covers western Ontario, and is the largest exporter of turkeys and one of the largest exporters of apples in Canada.

A Conservative in politics he was Mayor of Ingersoll in the years 1887 and 1888, and was Reeve for three years, a member of the School Board for three years, a member of the Council for fifteen years, and at the time of the establishment of the Water Works System. A Methodist, a member of the Independent Order of Foresters and of the Sons of England, he was married in 1867 to Maria, daughter of William Elliott at Toronto, and has one child, a daughter, Edna M., who is pursuing her musical education at Leipsic University in Germany.

Mr. Seldon was for several years Manager and Director of the Evans Bros. Piano Company, Ingersoll, and has served for several years as President of North and West Oxford Agricultural Society.

M. K. COWAN, K. C., M. P., WINDSOR, ONT.

One of the most promising of the younger members of the Canadian House of Commons is M. K. Cowan, K.C., M.P. The distinction which he has won in politics has also characterized his professional career, and few lawyers are better known in western Ontario than the member for South Essex. Of Irish descent, he was born in Blytheswood, Mersea township, county of Essex, on July 10th, 1863. He received his education in the Brantford and Collingwood Collegiate Institutes. Mr. Cowan then entered upon the study of law, and in due course was admitted as a barrister-at-law at Osgoode Hall, Toronto. In 1890 he began the practice of his profession in the city of Windsor, where he has a high standing, and enjoys a large and lucrative practice. He is now a member of the law firm of Clarke, Cowan, Bartlett & Bartlett, and recently received the title of King's Counsel. The Liberal convention of South Essex was unanimous in its choice of M. K. Cowan as their standard-bearer in 1896. Though fighting for a close constituency, and though opposed by Dr. King, a powerful candidate, Mr. Cowan went into the contest with that energy and persistence for which he is noted, and carried the riding by a substantial majority, and was re-elected in 1900. Soon after he took his seat in the House of Commons, he introduced an Alien Labor Bill, designed to meet a similar statute framed by the American Congress against Canadians. Others had tried for years to secure the passage of an Alien Labor Act through the Dominion Parliament, but they had been uniformly unsuccessful. Mr. Cowan tried and did not fail. The Act was passed in the session of 1897, and is still in force. On the floor of the House, and in the Standing Committees, Mr. Cowan has been



an active and useful member. To the Laurier Government he has given consistent and earnest support, and in the session of 1901 he was elected Chairman of the Private Bills Committee of the House.

Mr. Cowan belongs to the Masonic Order, and is also a member of the Independent Order of Oddfellows. He was married on the 5th day of January, 1892, to Clara Louise, daughter of Mr. P. G. Pilkey, of Brantford, Ont.

Mr. Cowan early in life took an active part in the politics of Essex county. He stumped the county against Mr. Lewis Wigle, Esq., ex-M.P., when only a school-boy. He early developed those qualities of political platform speaking that makes him sought after throughout the Province. When there is a slashing attack to be made upon a political opponent in the House of Commons, Mr. Cowan can always be depended upon to do the job with neatness and despatch.



EDWARD CHANDLER WALKER
WALKERVILLE, ONT.

Since the death of his father, the head of a family prominent in the industrial life of Canada and a controlling influence in the town of Walkerville, with its varied and extensive manufacturing interests, Edward Chandler Walker is an important factor, not only in the great commercial enterprises to which the town of Walkerville owes its existence and great prosperity, but also through the enterprise of the various business institutions of which he is the senior member and which have brought the commercial progressiveness of Canadian manufacturers to the notice of the civilized world. His father, the late Hiram Walker, the founder of the great firm of Hiram Walker & Sons, distillers, and other large interests at Walkerville, was a native of Douglas, Massachusetts, one of the United States of America, and early in life engaged in general mercantile trade in Boston. At the age of twenty-two he came to the city of Detroit where he continued his mer-

cantile career with varying success. In 1858, seeing the advantages in favor of a distilling business in Canada, he established the distillery, now one of the largest in America and whose products have a world-wide reputation and sale. The late Mr. Hiram Walker was a man of striking sagacity and enterprising commercial courage and not satisfied with the great success of his distillery business alone, established a brewery, a stock-farm, hop fields, tobacco farms, wagon works, engine works, railroad and ferry lines, natural gas fields and real estate holdings valued in millions of dollars. The subject of this sketch was born in Detroit on the seventh of February, 1851, the son of the late Hiram Walker, who died on January 12th, 1899, and his wife Mary Williams, of Detroit, who died in September, 1872.

Educated in Detroit, he entered the office of his father and early in life obtained a thorough knowledge of the large business interests of the Company. Passing through the varied departments of the enterprises controlled by his father, and afforded every opportunity of deriving personal knowledge of the conduct of these enterprises, he, upon the retirement of his father, became President of Hiram Walker & Sons, Limited, the owners of the distillery, and prominent in the management of numerous other interests under practically the same proprietorship. The distillery has a capital of five million dollars and does business all over the world. The Walker corporations own the greater part of the realty of Walkerville. Mr. Walker is President of the Walkerville Malleable Iron Company, of the Walkerville Brewing Company, of the Walkerville Land and Building Company and a Director of several other companies.

Mr. Walker was married in 1896 to Mary, daughter of Thomas F. Griffin, at Detroit.

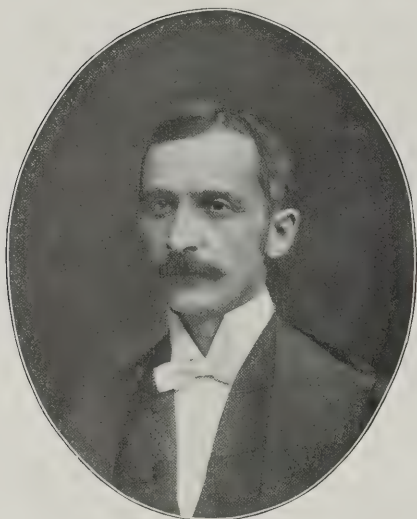
WILLIAM ROBINS, WALKERVILLE, ONT.

One of the largest industrial enterprises in the Dominion of Canada and in its far-reaching business connections of world-wide repute, Hiram Walker & Sons, Limited, distillers, is one of the most influential companies in the commercial life of Canada. Through his prominent connection with this company as Secretary and Director, as well as through his own marked personality and independence of speech and thought, William Robins, of the town of Walkerville, in the county of Essex and Province of Ontario, is a man of consequence in the progress of his adopted country. Born in Cornwall, England, on the 1st of August, 1850, the son of the Rev. Matthew Robins, a Dissenting minister, and Jane Phillips his wife, he was educated at various schools, as his father was assigned in his ministerial duties to different cities throughout England. He was a schoolmate and friend of Sir George Newnes, the well-known owner and editor of the *Strand Magazine* and the *Wide World*. After the completion of his school-days, he engaged in clerical work in England until 1871, when he came to Canada and became connected with the business of J. C. Fitch, of Toronto, as accountant. In 1873 he entered into an engagement with the Noxon Company of Ingersoll, Ontario, a large firm engaged extensively in the manufacture of agricultural implements and for which he acted as Office Manager. In 1874 Mr. Robins returned to Toronto, and in 1876 opened an office as public accountant, which he successfully continued until 1880, when he accepted the important position as Inspector of the Mercantile Agency of R. G. Dun & Co., and removed to the city of New York. Returning to Toronto at the end of 1882 he again entered into business as public accountant and financial broker. In 1888 he accepted the position of Manager of the business of Hiram Walker & Sons, distillers, Walkerville. When this important firm was incorporated in 1890, as Hiram Walker & Sons, Limited, he was elected Secretary, and later a Director, which position he still holds.



Besides his prominent position in the business of Hiram Walker & Sons, Limited, Mr. Robins is Vice-President of the Oil Exportation Company of Canada, Limited, owning oil lands and operating oil wells, etc., in the Island of Trinidad, South America; he is Vice-President of the Canadian Trinidad Association, another important oil exploitation company, and President of the Iron-Ox Remedy Company, Limited, the proprietors of a remedy well known throughout Canada, the United States and Great Britain. An active Conservative and a fluent and convincing speaker, he is an influential and leading member of his party in western Ontario and a consistent and earnest protectionist. A man of strong convictions and an ardent Imperialist, Mr. Robins created a considerable sensation throughout Canada by a strenuous speech before the Canadian Manufacturers' Association a few years ago, earnestly advocating the discontinuance of the dual language system in Canadian official life.

A supporter of the Church of England, he married in 1874, Miss Margaret Keighley, at Toronto, and has one child, a daughter, Gertrude.



A. H. CLARKE, K.C., WINDSOR, ONT.

The progressive and growing little city of Windsor, Ont., possesses no more energetic citizen than Mr. Alfred Henry Clarke, K.C., the senior member of the legal firm of Clarke, Cowan, Bartlet & Bartlet, and Crown Attorney for the county of Essex. Mr. Clarke was born at Manilla, in the county of Victoria, Ont., on October 25th, 1860, and is the son of John Clarke, a native of Devonshire, England, and his wife Ann Werry, who was born in Cornwall, England. The subject of this sketch as a boy attended the public and grammar schools of Manilla, and later took a course at the high school of Oakwood, Ont. Deciding to adopt a legal career he was articled at the age of seventeen to Dr. D. J. McIntyre, of Lindsay, Ont. Later he was a student in the office of Messrs. Henderson & Small, barristers, Toronto, and eventually entered the office of Blake, Lash & Cassels. In the year 1882 he was called to the bar at Osgoode Hall, Toronto, and in the same year he opened an office at Essex Centre, Ont., for the practice of his profession. Later the firm became known as Clarke & Wismer. In 1886 he obtained the degree of LL.B. at the University of Toronto. In 1890 he decided to remove from Essex Cen-

tre to Windsor, the chief municipality of the county of Essex, and the firm of Clarke, Bartlet & Bartlet was soon after established. In 1896 the membership of the firm was further enlarged, and it became known as Clarke, Cowan, Bartlet & Bartlet. All members of the legal profession prize election to the office of Benchers in the Law Society of Upper Canada, and in 1896 this honor was conferred on Mr. Clarke, and he has served in that capacity ever since. In the year 1891 Mr. Clarke was appointed by Sir Oliver Mowat, then the Attorney-General of the Province of Ontario, to the post of Crown Attorney for the county of Essex. On May 27th, 1902, the same distinguished statesman, in his capacity as Lieutenant-Governor of Ontario, signed Mr. Clarke's commission as King's Counsel.

Mr. Clarke has made a specialty of municipal law, and his knowledge of such problems has gained him the post of Solicitor for the county of Essex. He is also Solicitor for several township municipalities in his district. His practice has therefore lain largely in the direction of municipal law, and he is recognized as one of the best authorities in Canada.

In 1898 he compiled and published, in company with an associate, a legal work known as "Clarke and Scully's Drainage Cases," which relates to the question of drains and drainage under the Statutes of Ontario, and is the standard authority to-day on this subject. A second volume of the same book was completed and published in 1903. Mr. Clarke, in addition to his other manifold duties, fills the post of Counsel for the Traders Bank at Windsor. He is a Liberal in politics, and served on the Board of Education of Windsor for a number of years. In religion he is a Methodist, and is a member of several fraternal societies, A.F. & A.M., K.T., R.A.M., etc. He is Past District Deputy Grand Master for Erie District, A.F. & A.M., Past Preceptor of Windsor Preceptory, No. 26, Knight Templars, and Past Provincial Prior of the latter Order.

In 1888 he married Miss Margaret Gibson, daughter of Mr. David Z. Gibson, of Brantford, for years a prominent lumberman in Norfolk county, and has three children.

S. A. KING, M.D., KINGSVILLE, ONT.

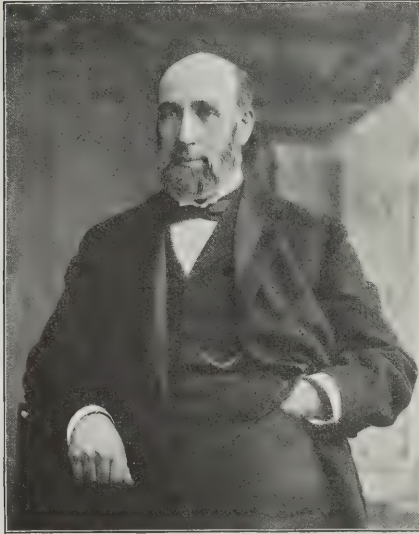
No man has done more to develop the resources of his district than has Sidney Arthur King, M.D., of Kingsville, Ontario, in the heart of the oil and natural gas fields of the Essex Peninsula. He was born at Kingsville, on January 23rd, 1844, the son of James King and Sarah Perry, his wife. The father had come from London, England, in 1826, and in the year of his son's birth founded the town of Kingsville. For many years he served as Collector of Customs at this point. The subject of this sketch was educated first at Kingsville, Ontario, and later took a course at the High School of Port Clinton, Ohio. He then entered Victoria University and graduated in medicine in the year 1867. He at once commenced the practice of his profession at Kingsville and continued to be actively engaged therein for twenty years. In 1889 he became interested in the possibilities of the district as a natural gas field and managed the first Company which sunk a well in that region. The experimental work was continued with such satisfactory results, that in 1894 Dr. King became the head of a Company which established a pipe line to conduct the gas to the cities of Detroit and Windsor, where it was used for illuminating and fuel. Dr. King has taken an active part in developing industries in his district. He has become interested in a great many business and financial institutions of western Ontario. He is a considerable owner of lands in Essex, and is considered the first discoverer of natural gas in Canada. He is the Vice-President and Managing Director of the United Gas & Oil Company of Ontario, Limited, the chief corporation of its kind in Canada. He is also Vice-President of the Ontario Natural Gas Company, of Windsor, and holds the same office in the Windsor Gas Company and the Walker Oil and Gas Company. His railway interests include the Vice-Presidency of the Lake Erie and Detroit River Railway. His industrial interests are very extensive: he is President of the Iron Brown Paint Company, of Detroit, the McClosky Fence Company, and the Kingsville Woollen Mills. He is Vice-President of the Western Peat Fuel Company and of the Girardot Wine Company of Sandwich, Ontario. He is also a Director of the following financial corporations: The Essex Loan & Trust Company, Limited, and the Empire Accident and Surety Company, Limited, of London, Ontario. Nor



are Dr. King's interests confined to his own section of the country; he has transportation interests on the Atlantic and is Vice-President of the Wheeler Steamship Company of New York, which operates a line of steamers between New York and South American ports. In short, it is quite obvious that few business men have more varied enterprises on hand.

In politics Dr. King is a Conservative, and from 1873 till 1896 he was Collector of Customs at Kingsville. In 1896 he resigned to contest the riding of South Essex as the candidate of his party in the general elections, but was unsuccessful. In religion he is a member of the Church of England, and during the Fenian Raids of 1866 he was a Captain of the 23rd Battalion, and afterwards Surgeon of the 1st Hussars, and retired with the rank of Lieut.-Colonel and wears the long-service medal.

In 1872 he married Miss Esther Wigle, daughter of Solomon Wigle, a member of the first Legislature of Ontario, and has four children. His eldest son is Lieut.-Colonel Arthur Hamilton King, who went to South Africa with the Canadian Mounted Rifles (second contingent) and served throughout the Boer War on the staff of General Alderson and other generals. Another son, George Clarence King, is Manager of the Iron Brown Paint Company, Detroit, and a third, Charles Stanley King, is Secretary of the Buckley-Hart Manufacturing Company, Detroit. His only daughter is Laura, wife of Mr. Frank A. Reid, of London.



HON. GEORGE A. COX, TORONTO

Native genius for business and untiring energy are the elements that bring wealth to men and through men to nations and communities. No happier instance of these qualities could be found than that of Hon. George A. Cox, of Toronto. Senator Cox is one of the leading figures in the realm of finance in Canada to-day, and whether it is in the founding of some great corporation in Ontario, or in the development of some great natural industry in the remoter parts of Canada, the whole community derives the benefit and profits by his initiative.

George Albertus Cox was born in the village of Colborne, Ont., on May 7th, 1840, and is of English descent. At the age of sixteen he began life for himself as a telegraph operator with the Montreal Telegraph Co. At the age of eighteen he was given charge of the company's agency at Peterboro, Ont. It was destined that he should be the most effective agent of the prosperity of that flourishing town which for the next thirty years remained his home. Shortly after his appointment at Peterboro he added an express agency to his business and became the local representative of the Canada Life Assurance Co. and the Western Assurance Co. He was still a very young man

when his fellow-townsmen elected him their Mayor, a post which he held for seven years, during the last four of which he was returned by acclamation.

In 1878, at the request of the creditors of the Midland Railway of Canada, he undertook the management of that road, which was then in financial difficulties. Under his presidency the line was completed, relaid with steel, and by the amalgamation of several small roads turned into an important system. After five years he was able to turn a reorganized railway over to the Grand Trunk Railway Company at a large profit to the Midland shareholders. This established in the public mind his genius for financial organization, and his career since then has been a continued series of similar triumphs. In 1884 he founded the Central Canada Loan and Savings Co., and became its first and, up to this time, its only President. He has been and is active in the direction of the Canada Life Assurance Co., of which he is President, and is President of the Canadian Bank of Commerce, the British America Assurance Co. and the Western Assurance Co., all great Canadian financial corporations. He is also President of the Crow's Nest Pass Coal Co., and is a Director of the Dominion Iron and Steel Co., two corporations fraught with immense importance to Canada. He is also a Director of the Toronto Railway Co., the National Trust Co., the Canadian General Electric Co., as well as many other important corporations.

In 1896 the subject of this sketch was honored by a call to the Senate of Canada. He had previously, as a resident of Peterboro, taken an active interest in politics and had been the candidate of the Liberal party on two occasions in the west riding of that name. He was married in 1862 to Miss Margaret Hopkins, of Peterboro, Ont., and has three sons and two daughters, all the former being actively engaged in financial enterprises.

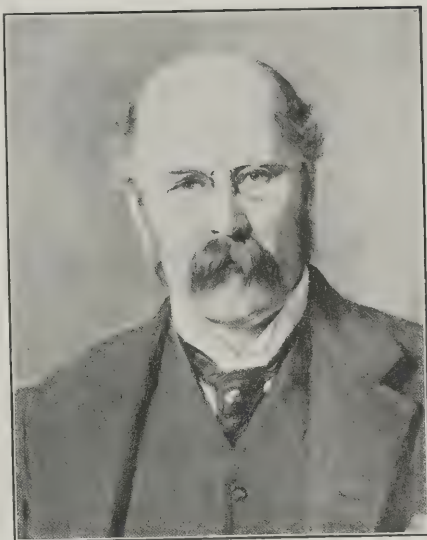
A Methodist by religion, Senator Cox has ever taken a deep interest in religious, educational and benevolent work. Sincerity of purpose, a marvellous memory, immense capacity for work, individual initiative and breadth of view characterize him and account for his pre-eminent success.

EDMUND BOYD OSLER, M. P., TORONTO

Edmund Boyd Osler, member of Parliament for West Toronto, is one of four brothers who by his ability and industry has made the name Osler known all over the Dominion of Canada. He is the fourth son of the late Rev. F. L. Osler, M.A., and his wife Ellea Free Pickton. He was born in the township of Tecumseh, Simcoe County, Ontario, in 1845. He was educated at the Dundas Grammar School and gained his first insight into the business world as clerk in the Bank of Upper Canada. In 1866 that institution closed its doors and Mr. Osler formed in the next year a partnership with Henry Pellatt in the business of stock brokers and financial agents. In 1882 he severed this connection and became associated in a similar line with Mr. H. C. Hammond his present partner. He acted with the late George Laidlaw in that gentleman's railway proposition in Ontario and was given charge later of the various interests of Sir George Stephen, now Lord Mount Stephen, in the Credit Valley and Toronto, Grey & Bruce Railways and subsequently merged in the C. P. Railway. Mr. Osler became President of the Ontario and Quebec Railway and was elected to the Directorate of the Canadian Pacific Railway, a position which he still retains.

Mr. Osler was interested in the floating of the Canada Northwest Land Co., in 1882. He is the President of the Dominion Bank, President of the Toronto Ferry Co., Director in the British Columbia Southern Railway Co., and the Toronto General Trusts Corporation and of the Consumers Gas Co., Toronto.

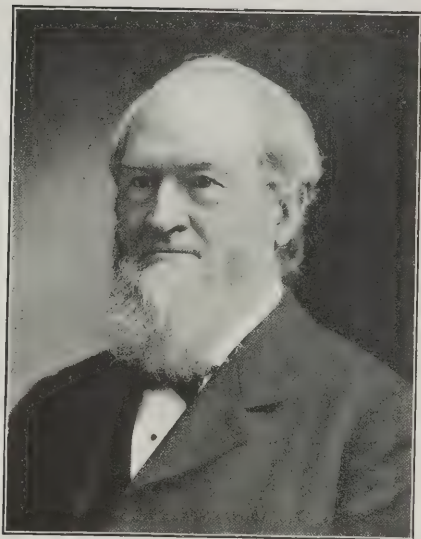
The member for West Toronto is a Trustee of the Hospital for Sick Children, Toronto. He was defeated for the Mayoralty of the Queen City in 1892 by Mr. R. J. Fleming. In 1895 he became Vice-President and in 1896 President of the Toronto Board of Trade. In the last named year he was honored by being chosen one of the Canadian representatives to the Third Congress of the Chambers of Commerce of the Empire in London. At that gathering he presented a resolution setting forth the advantages of an Imperial Zollverein for the freest exchange of commodities within



the Empire consistent with the tariff requirements and incident to the demand of Government in the various portions of Britain. He was returned to the House of Commons as a Conservative in the general elections of 1896, though Mr. Osler plainly intimated that he would not support the policy of Sir Charles Tupper's Government in the Manitoba School Question. In the same year he was elected to the executive of the Liberal-Conservative Union of Ontario. In Parliament he has taken an intelligent part in all matters of legislation since 1896. He has been an active committee-man and a firm critic of the general policy of the Laurier Administration. He was re-elected for Toronto West in November 1900 by a majority close upon two thousand, and devotes a very large share of his time to the legislative duties with which he is intrusted.

By reason of his long association with financial institutions in Toronto Mr. Osler is justly regarded as one of the most eminent authorities on finance that we possess in Canada. He is a man of original thought and of strong conviction, and undoubtedly one of the most useful members of the Federal Parliament.

He married, in 1872, Miss Cochrane, of Aberdeen, Scotland, and has six children, F. G. Osler, a partner in his firm; E. F. Osler, Lieutenant in the 4th Middlesex Regiment; H. F. Osler and three daughters.



HENRY STARK HOWLAND, TORONTO

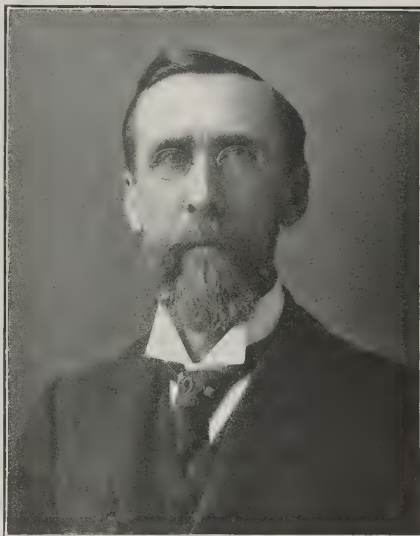
Of the prominent men in Canada who have not sought for public honors, but have quietly and unobtrusively been important in the advancement of their country, there are few that have been more honoured than Henry Stark Howland by those with whom he was brought in contact or more sincerely respected by those who were privileged to know him intimately. Born on the 2nd day of August, 1824, at Kinderhook in the State of New York, in the United States, son of Jonathan Howland and his wife Lydia Pearce, he is a member of the well-known family of Howland whose name is familiar in the history of the Province of Ontario for the last half century, and a direct descendant of John Howland, a Quaker, one of the Pilgrim Fathers who came to America in the historic *Mayflower* in 1620. Educated in his native State he came to Canada in 1840, and first engaged in business with his two brothers in the vicinity of the town of Brampton. Leaving Brampton he went to the village of Kleinburg, where he and his brother engaged in flour and saw-milling, and also general mercantile business. Afterwards he acquired

the whole of this business started in conjunction with his brother. He early perceived the advantages of railway development of Canada, and together with George Laidlaw, William Gooderham, jr., Noah Barnhart and others, was one of the active promoters of the Toronto, Grey & Bruce Railway, and also of the Northern Extension from the town of Barrie, and was materially interested in the promotion and construction of the Ontario and Quebec Railway, afterwards absorbed into the Canadian Pacific Railway System, and was in his time President of the Toronto, Grey & Bruce, and the Toronto and Ottawa Railway Companies. Few men in Canada have been connected with the initiation of greater or more successful financial enterprises. One of the promoters of the Canadian Bank of Commerce, he was its Vice-President for many years, and to him probably more than any other men is due the existence of the Imperial Bank of Canada, of which he was President. A strong factor in the financial world of Canada he was also connected and materially interested in several financial companies doing business in Canada—the Freehold Loan, the Bristol and West of England Loan Company, and the Imperial Trust Company, of which he was President and also a Director of the Toronto General Trusts Corporation, a member of the Toronto Board of Trade and one of the chief promoters of the Canada Car Co., 1872, and of the Dominion Lands Colonization Co., 1882. Actively engaged for several years in the wholesale hardware trade in the city of Toronto, he was head of the firm of H. S. Howland, Sons & Co.

Married on the 21st October, 1851, Adelia Sophia, daughter of Thompson Smith, he in the quiet unobtrusiveness of his kindly industrious life showed many of the characteristics of the Society of Friends to which his progenitors belonged and to which he was more in sympathy than probably with any other religious communion.

HON. GEORGE E. FOSTER, TORONTO

A name familiar throughout the length and breadth of Canada is that of Hon. George Eulas Foster, not only on account of the high political position he has been called upon to fill, but because of his brilliance and versatility as a public speaker. He was born on September 3rd, 1847, in Carleton county, New Brunswick, and is the descendant of a family which originally came from the North of England to the American colonies. During the Revolutionary War they remained loyal, and in 1783 emigrated to New Brunswick and settled along the St. John River. Mr. Foster was educated in the common and superior schools of King's county, N.B., and at the age of eighteen he entered the University of New Brunswick, matriculating at the head of his class. In 1868 he graduated with the degree of B.A. Subsequently he took post-graduate courses at the Universities of Edinburgh and Heidelberg. During the early part of his career he engaged in educational work, and in 1871 became Professor of Classics at his Alma Mater, a post he retained until 1879. In the meantime the cause of temperance had enlisted his sympathies, and in the year mentioned he decided to give it his whole attention, and embarked on an extensive lecture tour in Canada and the United States for the purpose of educating public sentiment in the matter of temperance and prohibition. In recognition of his scholarly attainments he in 1885 was given the honorary degree of D.C.L. by his Alma Mater the University of New Brunswick. In 1882, at the solicitation of Sir John A. Macdonald, who sought to surround himself with the ablest men of the country, he entered politics, and successfully contested King's county, N.B., in the Liberal-Conservative interest, defeating Lieut.-Col. Domville. He at once made an impression in Parliament by his brilliance in debate, and his application in marshalling facts to support his arguments. In 1885, while yet but thirty-eight years of age, and with only three years' experience in Parliament, he was elevated to the Cabinet as Minister of Marine and Fisheries. In this capacity he prepared the Canadian side of the case for the Joint International Commission on Deep Sea Fisheries, which met at Washington in 1888, and of which the fruit was the Chamberlain-Bayard treaty. In May of the same year he succeeded Sir Charles Tupper as Minister of Finance, the most important administrative office in the Cabinet, and continued to hold that position under various leaders until the defeat of his party at the general elections of 1896. His annual budget speeches were regarded by friends and opponents alike as masterpieces of lucid exposition. In pursu-



ance of his duties he in 1899 visited the West Indies to promote the trade interests of Canada, and went on financial missions to England in 1892 and 1894. On the latter occasion he negotiated a loan of \$11,250,000 on favorable terms. In 1896 he declined the nomination for King's, N.B., and entered the riding of York, where he was also victorious, and for the next four years played a prominent part as financial critic of the Opposition at Ottawa. At the general elections of 1900 he performed an act of political courage rare in Canadian annals, by throwing down the gauntlet to Hon. Andrew G. Blair, Minister of Railways and Canals, in the latter's almost impregnable stronghold, St. John, N.B. Though unsuccessful, Mr. Foster's campaign covered him with honor in the eyes of politicians. Mr. Foster's attainments as a financier had made him a man much in demand on the directorate of large financial enterprises. In 1901 he took up his residence in Toronto, and became First Vice-President and Manager of the Union Trust Co., Limited. In that city he has speedily become a prominent figure in its social life, and his versatility as a public speaker has led to enormous demands upon his good-nature and abilities. He is a member of the British Empire League and a staunch Imperialist. He has held the highest offices in various organizations for the promotion of temperance, and is in religion a Free Christian Baptist in connection with the New Brunswick conference. He was married on July 2nd, 1889, to Adeline, eldest daughter of the late Milton Davis, of Hamilton, Ont.



BEATTIE NESBITT, M.D., M.P.P., TORONTO

Beattie Nesbitt, M.D., M.P.P., Toronto, is one of the youngest public men of Canada who has come to the front during the last few years. He was born in Vandecar, Oxford County, on May 23rd, 1866, and received his early education at the Angus Public School, Pickering College and at Barrie High School. In 1883 he went to Toronto University and graduated with honors in Arts in 1887. In the same year he also received the degree of Doctor of Medicine from Trinity College. Subsequently he practised his profession in Toronto for several years and then became connected with the publishing business, establishing the *Dominion Medical Monthly* and the *Dominion Dental Journal*, two publications that enjoy a wide circulation and with which Dr. Nesbitt is still actively connected. He has also been identified with the organization of several corporations and manufacturing institutions, among them being the York County Savings and Loan Company, People's Life Insurance Company, Toronto Cold Storage Company and the Canadian Kodak Company. He later became connected with the C. H. Hubbard Company and in 1900 was made President and Manager of it. The Company, which was founded in 1856, manufactures gold and silver leaf and dental supplies and has branches in Winnipeg and Hamilton.

His father, grandfather and great-grandfather were all members of the Medical profession. His father, F. L. Nesbitt, was Canadian born and his grandfather who came to this

country in 1820 from Ireland, practised medicine for five years in Chinguacousy, Peel county. The mother of the subject of this sketch was before her marriage Miss A. J. Meek, whose parents were Scotch.

Dr. Nesbitt first came into prominence during the general elections of 1891 and since then has been one of the ablest and most active members of the Conservative party in Ontario. As an organizer and a speaker, he has rendered invaluable services to his party and more than one member of the Provincial and Dominion House owes his seat to Dr. Nesbitt's hard work at election time. His speeches on the tariff question in the early campaigns in which he participated, stamped him as an authority on that question and they were widely quoted both by speakers and newspapers in Canada and the United States. In Toronto particularly, Dr. Nesbitt has done yeoman service and many members for rural constituencies have also to be thankful for his efforts on their behalf. His first position of importance in the Conservative party which he filled was the Honorary Presidency of the Conservative Association of St. John's Ward. In 1892 he was elected to this office and a year after was made Chairman of the Committee of Organization for the city of Toronto. He was largely instrumental in re-organizing the Liberal-Conservative Association of the city and for several years served as Chairman of its Executive Committee and also as President of the Conservatives of Ward 3. Among the political positions now held by Dr. Nesbitt are : Vice-President of the Ontario Liberal-Conservative Association, Vice-President of the Executive of the same organization and Honorary President of Ward 3 Conservatives. In the general elections of 1902, Dr. Nesbitt was the Conservative nominee for North Toronto and defeated G. F. Marter, the sitting member, who ran as an Independent, by a majority of 284. It is an unusual thing for a public man to possess so intimate a knowledge of scientific matters as Dr. Nesbitt. He is a fellow of the Society of Chemical Industry and is a prizeman in mineralogy. He has contributed many papers and made original chemical researches that were well received abroad. In short, he is distinctly a man of affairs, successful in everything he has undertaken.

Dr. Nesbitt is a member of the Masonic Order and also of the Sons of England and was Chairman of the Executive Committee of the Sovereign Grand Lodge of British America. In religion he is an Anglican, and was married to Clara Louise Hubbard, daughter of the late C. H. Hubbard, in 1888, and has one daughter, Clara.

COL. GEORGE S. RYERSON, M. D., TORONTO

On March 29th, 1900, Lord Roberts sent a despatch to the Right Hon. Joseph Chamberlain, bearing testimony to the zeal and energy of Colonel George Sterling Ryerson, of Toronto, Commissioner of the Red Cross Society, and calling attention to a report from Lord Methuen, "I wish to bring to the notice of the Commander-in-Chief the fine and unostentatious work performed here by Colonel Ryerson."

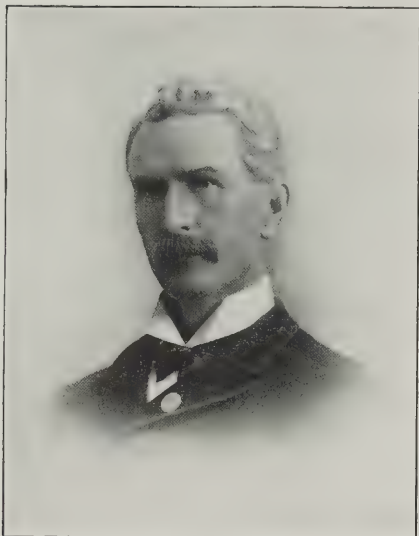
This testimony was supplemented by a tribute from Lord Wantage, President of the British Red Cross Society, by a vote of thanks moved by H.R.H. Princess Christian and seconded by Viscount Knutsford, also by a letter of thanks from Colonel Otter, Commander of the first Canadian Contingent, and Sir William Wilson, Surgeon-General of the army in South Africa.

Lieut.-Col. Ryerson comes of a distinguished family. He was born in Toronto, on January 21st, 1855, and is descended from Marten Ryerson, of New Amsterdam, now New York, who came to America in 1647. A son of Yoris Ryerson owned a farm on the corner of what is now Wall Street and Broadway, and subsequently exchanged it for land in New Jersey. All through Colonial history the family figures in a military and magisterial capacity. The grandfather of Dr. Ryerson served during the revolution seven years in the British cause, and was twice wounded and promoted for gallantry. After the war the Ryersons settled with other United Empire Loyalists at Fredericton, N.B., and afterwards moved to Norfolk County, Ontario. Joseph Ryerson married Mehetabel Stickney, the first English subject born in Acadia after its cession by France, and was known as "the Mother of Nova Scotia." His uncle, Rev. Egerton Ryerson, D.D., founded the Ontario School system. Col. Ryerson was educated at Galt Grammar School and studied for the medical profession at the New York College of Physicians and Surgeons, and at Trinity Medical College, Toronto, and the Royal Colleges of Physicians and Surgeons, Edinburgh, where he graduated in 1876. While abroad he had important hospital experience and made special studies at Heidelberg, Paris, and Vienna. He entered medical practice in Toronto in 1879. He served as a private with the Queen's Own Rifles during the Fenian Raids of 1870. In 1881 he became Surgeon of the Royal Grenadiers, and in recognition of his services in the Northwest Campaign of 1885 was given the rank of Surgeon-Major and was made an Honorary Associate of the Order of St. John of Jerusalem; was promoted to the grade of



Knight for his services in South Africa, and received recognition by the Canadian Government by promotion to the full rank of Colonel. In 1895 he became Deputy Surgeon General, and on the re-organization in 1900 of the Medical Services of Canada was appointed a Lieut.-Col. of the Army Medical Staff. Col. Ryerson was one of the Jubilee Contingent to Great Britain. He founded the Red Cross Society's Canadian branch in 1896, and became Chairman of its Executive, also the St. John Ambulance Association, of which he is General Secretary, two years earlier.

Dr. Ryerson is Professor of Eye and Ear Diseases in Trinity Medical College, has been a member of the Senate of Toronto University and was Vice-Chairman of the section of Ophthalmology in the British Medical Association in 1898. He has been prominent in the Masonic Order for some years, and has played an important part in politics. He represented Toronto for two terms in the Ontario Legislature. In politics he is a Conservative. He was one of the founders of the United Empire Loyalist Association, in which he has served as President, and is a Director of several financial corporations. He is an accomplished linguist, speaks French and German and reads Dutch, Spanish and Italian. He is an Anglican, and was married in 1882 to Mary A., daughter of Mr. James Crowther, barrister, and has four sons and one daughter. His eldest son George is a Lieutenant in the Royal Grenadiers.



**CHARLES J. C. O. HASTINGS, M.D. C. M.,
L.R.C.P.I., L.M.K.Q.C.P.I., TORONTO**

Dr. Charles J. C. O. Hastings is the youngest son of the late John and Maria Hastings, who came to this country in 1830 from the North of Ireland and settled in the county of York, where they engaged in farming, residing there until 1877, when they retired, removing to Toronto. His mother was the eldest daughter of Captain Andrew Orr, Londonderry, Ireland.

Dr. Hastings received his early education in Markham and subsequently in the Hamilton Collegiate Institute. In 1878 he entered his apprenticeship in the drug business with A. Harvard, of Toronto. A characteristic incident occurred here. Mr. Harvard, in speaking of the course of lectures which was customary to take at the School of Pharmacy before graduating, said it was possible by close application during the three years of apprenticeship to graduate without attending the course of lectures, to which he replied: "What man can do that does man attempt." He was successful in graduating without attending a lecture, being at once appointed head clerk for the late firm of N. C. Love & Co. In 1879 he began his studies in Toronto University Medical School, and in the following summer, in partnership with his brother, Dr. A. O.

Hastings, purchased a drug business on Queen St. E. The purchase money they borrowed from their parents whom they fully reimbursed within three years. He managed this business and finished his course in medicine at the same time. After graduating as M.D. in 1885, he went to Europe, where he pursued his studies in the Royal Infirmary of Edinburgh; St. Thomas' Hospital, London, under the tuition of Sir Wm. McCormack, Mr. Sydney Jones, Dr. Bristoe and Dr. Orde, and subsequently went to Ireland where he spent some time in the Rotunda Lying-in Hospital, and graduated from the Royal College of Physicians of Ireland and took a special degree in midwifery and diseases of females from King's and Queen's College, Dublin, in the latter part of 1886. He then returned to Toronto, where he established a practice which is one of the most lucrative in the city.

Dr. Hastings, through his parental teaching, had imbibed an admiration for self-made men, hence his determination after finishing his collegiate course to depend entirely on his own resources for his medical education.

During the progress of the Riel Rebellion in 1885, Dr. Canniff, then Medical Health Officer of Toronto, was called to the front. During his absence Dr. Hastings was appointed to act in his stead and he fulfilled the duties most satisfactorily. In the same year, during the small-pox outbreak, Dr. Hastings was appointed public vaccinator. Within the past few years Dr. Hastings has been honored with the following appointments: Senior Physician to Grace Hospital, Toronto; Senior Physician to the Royal Cottage Sanitarium for Consumptives at Gravenhurst; also the Free Sanitarium; also Visiting Physician to Hillcrest Convalescent Home, and Consulting Physician to the House of Providence. He is also a member of the British Medical Association, Ontario Medical Association, Toronto Medical Society, Toronto Clinical Society and Toronto Pathological Society. Since the beginning of the year 1902, Dr. Hastings has been honored with a proposal that he should take the Chair in Obstetrics in one of the largest educational institutions in the United States, but for various reasons he has decided to remain in Toronto at least for the present.

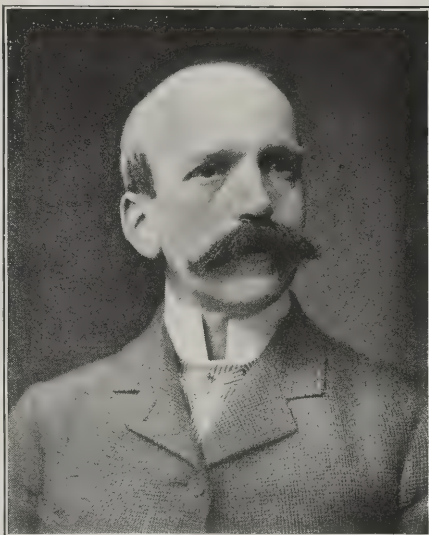
On October 23rd, 1891, Dr. Hastings was married to Miss Allie Hatch, daughter of Richard Hatch, hardware merchant, Toronto. The union has been blessed with three sons and one daughter—Warren B. Hastings, aged 11 years; Clarence E., aged 8 years, and Charles Justin, aged 5 years; and daughter Gertie (deceased) 3 years old. In religion Dr. Hastings is a Methodist.

DR. JAMES F. W. ROSS, TORONTO

Among prominent Canadian surgeons is Dr. James F. W. Ross, of 481 Sherbourne Street, Toronto. He is a son of the late Dr. James Ross, who for many years was one of the leading physicians of Toronto. Though of Scottish descent the subject of this sketch is a Torontonion of the fourth generation, for his grandfather came to Canada in 1808, and his body lies in the old military burying-ground at the Old Fort in this city, which is one of the few remaining landmarks of the early settlement of York.

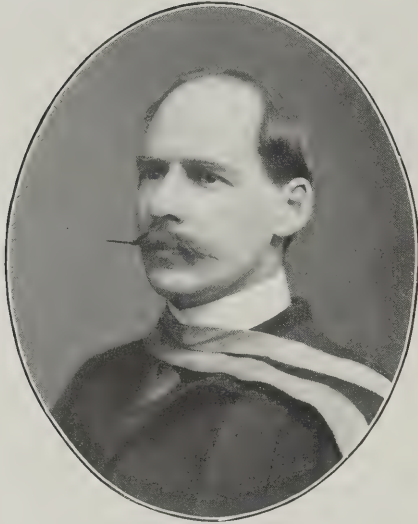
The mother of Dr. J. F. W. Ross was, prior to her marriage, Miss Anne Jean McIntosh, a daughter of the late John McIntosh, who sat in the Legislative Assembly of Upper Canada in the latter thirties. The subject of this sketch was born August 15th, 1857, received his early education in the Toronto Model School, spent one year at the old Grammar School, and then attended Upper Canada College at the old college buildings, the corner of Simcoe and King Streets. He matriculated at Toronto University in 1875, and entered upon a course of study at the Toronto School of Medicine, and graduated in Medicine in 1878 from Toronto University. He was appointed as one of the assistant resident surgeons of the Toronto General Hospital, and held the post until he went to London, England, to continue his studies in the autumn of the same year. In 1880 he became a Licentiate of the Royal College of Physicians of London, and pursued a further course of study in London, Berlin, Leipzig and Vienna. In 1882 he returned to Canada and began general practice on King Street West, Toronto, subsequently changing his abode and finally settling in his present residence on the corner of Wellesley and Sherbourne Streets, in this city. In 1888 he gave up general practice and again went abroad for six months. He was a pupil of the celebrated surgeon, Mr. Lawson Tait, Birmingham, England, and then proceeded to Zurich, Switzerland, and in 1889 returned to Toronto.

Dr. Ross has served as President of the Toronto Medical and Toronto Clinical Socie-



ties. He is a member of the Medical Faculty of the University of Toronto. For ten years he was physician to the Girls' Home, and for a number of years on the staff of the Home for Incurables. At present he is on the active staff of the Toronto General Hospital, St. John's Hospital for Women, St. Michael's Hospital, and on the consulting staff of the Western Hospital and the Hospital for Sick Children. In 1892 he was elected Honorary Member of the Medical Society of the State of New York, and in 1896 was elected President of the American Association of Obstetricians and Gynæcologists. He has been actively associated with the Medical Press, and a contributor to many medical and surgical publications. For a number of years he was connected with the Queen's Own Rifles, first as a Lieutenant in "I" Company, and then retiring as Paymaster. He is a member of Ionic Lodge A.F. & A.M., of many of the clubs, and of the congregation of St. Peter's Anglican Church.

He was married in 1882 to Adelaide M., third daughter of Mr. George Gooderham, and has two sons and two daughters.



DR. WISHART, TORONTO

David James Gibb Wishart, the second son of the Rev. David Wishart, Presbyterian minister, and his wife Maria Torrance, was born at Madoc, in the county of Hastings, Ont., on the 11th day of September, 1859.

Of the race of the Scottish Reformers, being descended from a collateral branch of the family of George Wishart, the renowned martyr, and also of a fighting stock, one uncle having fought as a standard bearer of the Scots Greys at Waterloo, while another relative was a gunner on the *Shannon* when she defeated the *Chesapeake*, his father, Rev. D. Wishart, came to Canada in 1854, was settled in Madoc in 1856, and remained in the one charge for thirty-nine years until his retirement from the ministry.

His mother was the youngest daughter of Thomas Torrance, a leading Montreal merchant, who came out from Scotland in 1804, served in the war of 1812, and was a Director of the Bank of Montreal in 1819. Her eldest sister became the wife of Dr. Stephenson, one of the three originators of the Medical Faculty of McGill University, and her second sister was the wife of James Gibb, the founder and first President of the Quebec Bank, and after whom the Doctor was named.

Educated at the Collegiate Institute, Brantford, 1876-1878; University College in Arts, 1878-1882; and McGill University in Medicine, 1882-1885, the subject of this sketch, after a visit to the English Hospitals, began the prac-

tice of medicine as a general practitioner in 1886 in the city of Toronto, and after two years devoted himself exclusively to the treatment of diseases of the nose, throat and ear.

Appointed in 1886 Lecturer in Botany in the Woman's Medical College, he acted as Registrar from 1888-1899, was elected Secretary-Treasurer in 1888, and Professor of Laryngology and Rhinology in 1889, and still holds these two positions.

In 1891 Dr. Wishart became a member of the staff of Trinity Medical College, acted as Demonstrator of Anatomy from 1893-1903; was appointed Professor of Laryngology and Rhinology in 1896, and in 1899 became a member of and Secretary of the College Corporation, and representative of the College upon the Senate of Toronto University.

From 1888-1895 Dr. Wishart acted as Secretary of the Provincial Medical Association.

In addition to the above Dr. Wishart holds the following positions at the present time: Laryngologist and Rhinologist to the Toronto General Hospital, to St. Michael's Hospital, to the Hospital for Sick Children, to the Toronto Dispensary, and also to the Gravenhurst Cottage, and the Free Sanatorium for Consumptives.

He holds the degree of B.A. from Toronto University; M.D.C.M. from McGill University; L.R.C.P. from London, England, and M.D.C.M. from Trinity University; is also a member of the Ontario Medical Association, the Canadian Medical Association, British Medical Association, Fellow of the American Laryngological and Otological Society, and Canadian Collaborator for *The Laryngoscope*.

Dr. Wishart was an active member of the Zeta Psi Fraternity while at College, and one of the founders of the McGill College Chapter; is a member of the Ancient Order of United Workmen; in Masonry, Master Workman of Ashlar Lodge in 1897, and of Ionic Lodge from 1889, and served as a member of the Q.O. Rifles from 1878-1882.

In religion Dr. Wishart is a Presbyterian, and has been a member of the Session of the Central Presbyterian Church since 1890.

Dr. Wishart is also a member of St. Andrew's and the Caledonian Societies, the British Empire League, and otherwise is in touch with the religious and social life of Toronto.

Married on the 4th August, 1887, to Sarah Staunton, and on 5th January, 1891, to Rebecca Maria, first and second daughters of Egmond Gunther, Esq., Bellevue, Toronto, he has four children living, David Egmond Staunton, by the first marriage, and Myssie Elsie Torrance, Edith Maria Torrance, and Jean Wylie by his second marriage.



DR. WILLIAM BRITTON, TORONTO

William Britton, M.D., the subject of the present sketch, who has for a quarter of a century been one of the best known family physicians of the city of Toronto, and well known to the medical profession throughout Canada, is the son of Carson and Susannah Britton who came from Ireland and settled in Brantford, Ontario, in 1847. Dr. Britton was born at the latter city, then a promising village, in 1851. He received his early education in Brantford also, and in 1867 came to Toronto to attend the Provincial Normal School then presided over by the veteran Dr. Sangster. He graduated with a first-class certificate and at first engaged in the business of teaching in his native place, subsequently obtaining a post at the Barrie Collegiate Institute, a school which has had the honor of turning out many distinguished pupils. But the progressive spirit of the young Irish-Canadian was not content with the poor reward of the teacher's profession. In common with many other Canadians who have won success in after life he used it as a stepping-stone, and in 1871 he entered upon the study of medicine. In 1875 he graduated from Toronto University with high honors. He had captured both the University gold medal

and the Starr gold medal, two much-coveted awards. He at once began practice as a physician and surgeon in Toronto, and has remained in that city ever since. Subsequently his alma mater, the University of Toronto, honored him with an appointment as Medical Examiner of the institution, a post which he retained for ten years. He has also served a term as President of the Ontario Medical Association, an organization devoted to advanced scientific and practical discussion. In 1891 he was appointed the representative of the medical faculty of the University of Toronto, on the Council of the College of Physicians and Surgeons of Ontario, the supreme legislative body of the medical profession in this Province, and has held his seat on the Council continuously ever since. In 1900 he was elected to preside over its deliberations and proved a most popular and efficient officer in that capacity.

As will be seen, Dr. Britton's interests and activities are wholly centred in his profession and in the advancement of its standards.

In religion he is a Methodist, and was married at Toronto in 1878 to Miss Mina Moore, daughter of Mr. F. A. Moore, and has one daughter, Miss Irene Britton.



DR. MURRAY MCFARLANE, TORONTO

Dr. John Murray McFarlane, one of the most brilliant of the younger men in the medical profession in Canada, was born in the city of Toronto in 1867, the son of Mr. John Murray McFarlane, and a descendant of one of the best known families in Scotland. His grandfather was J. Murray McFarlane, Esq., of Perth Lodge, Perthshire, Scotland, and he is a grand-nephew of the late Rt. Rev. Duncan McFarlane, of Glasgow Cathedral and University, and of the celebrated Dr. McFarlane, of Glasgow. His great-grandmother was Lady Helen Arbuthnot. Dr. McFarlane received his early education at Magill's private school in Toronto, which he attended for six years; subsequently he attended schools in New York and Glasgow, Scotland, finishing at Upper Canada College and at Trinity University in his native city. As a school-boy his natural insight and grasp of his studies were rewarded by many prizes. He entered Trinity Medical College at the early age of eighteen and that year captured the Dr. Sheard prize in physiology. In his second year he took the chief scholarship and finally graduated with a medal to bespeak the high honor he had won. He entered the Toronto

General Hospital as House Surgeon and remained there a year. He met with signal success in handling the multiplicity of cases that came under his attention. He then went for a year to Lethbridge, N.W.T., where he acted as assistant surgeon to the mines and the C.P.R. at that point. He also did considerable writing for the latter company on the subject of the hot springs at Banff, just then coming into public notice. After his Northwest experience, Dr. McFarlane decided to make a special study of diseases of the eye, ear and throat. He made special investigations and travelled abroad prior to settling down for practice as a surgeon and specialist in these diseases. Though still a young man, he has built up one of the largest practices in Canada. He has from boyhood been very fond of scientific pursuits and his inclination lies markedly in the direction of original research. His activities in this regard have already been rewarded with wide recognition. He was the first to introduce to the medical profession the use of a normal serum solution for nose and throat work. His discovery, which has been generally accepted by the profession at large, is based on the natural salts of the human blood. Dr. McFarlane's services in this direction have already been recognized by several of the leading scientific societies of the world. This fact alone is a subject of pride to Canadians and the nature of the discovery conveys even to the casual and unscientific reader how fully in touch Dr. McFarlane is with the advanced physical research of to-day.

Socially the subject of this sketch is very popular. He is a member of the British Association for the Advancement of Science, and of the Upper Canada College Old Boys' Association formed in connection with his alma mater. He is also an honorary member of the Independent Order of Foresters. He is a member of the Church of England and has decided literary taste. In addition to his scientific writings, several of his short stories have attracted favorable notice. He was married on December 4th, 1899, to Miss Frederica P. Walton, daughter of the late Robert F. Walton, Esq., of His Majesty's Customs, Toronto, and granddaughter of Col. C. F. Macdonald of the 16th Bedfordshire Regiment.

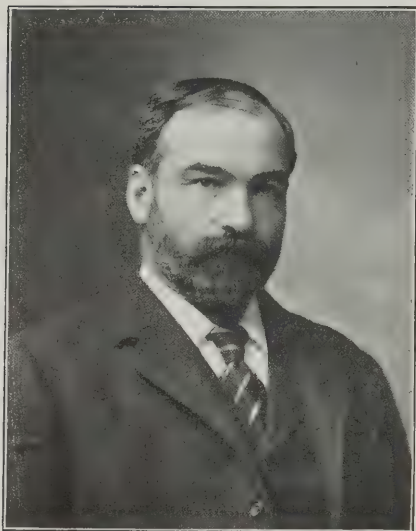
DR. H. B. ANDERSON, TORONTO

Harry Bertram Anderson, M.D., was born on the 20th of September, 1868, in the township of Dummer, in the County of Peterborough, Ontario. Much of the success he has met with is due to the distinctive quality of ambitious perseverance derived from the sturdy Scottish race to which Canada owes so much, and from which he sprang. His grandfather, John Anderson, and Isabella Robertson, his wife, of Perthshire, Scotland, and his maternal grandfather, Robert Ritchie, of Edinburgh, Scotland, and Margaret Hume, a niece of the Earl of Hume, his wife, came to Canada in the year 1830, where they made their home in what was then called Canada West, now the prosperous Province of Ontario. He was placed as a boy by his father, Duncan Anderson, Esq., formerly Crown Land Agent at Apsley, in the county of Peterborough, at school in Norwood, and afterwards at the Collingwood Collegiate Institute, and at the Ottawa Normal School. He taught school for a year, and subsequently entered Trinity Medical College in 1888, as an undergraduate in Medicine. In 1892 he graduated at Trinity University as Gold Medallist of his year, taking the degree of Doctor of Medicine. The following year he served on the Resident Medical Staff of the Toronto General Hospital. He went to England in 1893, and pursued his studies at University College, London. Upon his return to Canada the authorities of Trinity Medical College appointed him a member of the teaching staff of the College. During the year 1896, at Johns Hopkins Hospital, Baltimore, he pursued a special course of study, and in 1899 he continued his work at Claybury Pathological Laboratory, London, England, under the distinguished scientist, Dr. F. W. Mott. While in England he became a member of the Royal College of Surgeons, England,



and a Licentiate of the Royal College of Physicians (London). In 1899 he was appointed Examiner in Anatomy of the College of Physicians and Surgeons of Ontario, which position he still holds. Elected President of the Toronto Pathological Society, he held this office during the years 1898-1899. His countrymen have not been with him chary of their gifts, for, in addition to being Professor of Pathology, Trinity Medical College, and Physician to St. Michael's Hospital and the Hospital for Sick Children, Pathologist to the Toronto General Hospital, Grace Hospital, and Muskoka Cottage Sanitarium for Consumptives, Dr. Anderson was editor of the *Canada Lancet* for some years, until his resignation in May, 1900. Dr. Anderson is a member of the Toronto Club, Rosedale Golf Club, Ionic Lodge A.F. & A.M., and St. Paul's R.A. Chapter and Scottish Rite.

An adherent of Jarvis Street Baptist Church, he is a Conservative in politics. In August, 1901, he married Miss Florence Northway, daughter of John Northway, Esq., Toronto.



DONALD D. MANN, TORONTO

A remarkable example of early success attained through a ready grasp of the opportunities of a rapidly expanding country like Canada, is Mr. Donald D. Mann, the well-known railroad contractor of Toronto.

Born in 1853, at Acton, Ontario, Mr. Mann is still in the prime of life, and for twenty years has been recognized as one of the leading railroad builders on this continent. Mr. Mann was one of those who in the later seventies were seized with what was called the "Western fever" and as a young man he decided to leave Acton and try his chance in the great country which was then being opened up by the Canadian Pacific Railway. He first obtained a situation as Manager for a firm of contractors who had a sub-contract from Mr. John Ryan, and afterwards, during the winter of 1880, he himself secured a sub-contract from Mr. John Ryan, and thereafter worked continuously as a contractor until the completion of the Canadian Pacific Railway main line. This was his first railroad experience, but his natural shrewdness and adaptability made him in a short time a master of the business. In 1881 he carried two more contracts in connection with the westward extension of the great transcon-

tinental road. In 1882 and 1883 he completed no less than ten contracts, five each year, on sections between Winnipeg and the Rockies, and the two following years went into the more vastly hazardous enterprise of railroad building in the mountains.

He carried out two contracts on the East slope of the Rockies and a rock contract on the steep grades of the Kicking Horse Pass. He also undertook contracts for construction and tunnels in Columbia Canyon and in the Selkirk Range of mountains. His last contract on the C.P.R. was in the Gold Range and was completed in 1885. Thus while still a young man, scarce beyond thirty, Mr. Mann had made a name for himself and had accumulated a fortune. He was not content to rest on his laurels, however, and has gone on with the same energy and ability as at the outset of his career. Associating himself with Mr. William Mackenzie, the well-known contractor, the firm of Mackenzie & Mann have, by their stupendous undertakings, made the firm name known throughout the world.

The most notable of these is the Canadian Northern Railway, floated by themselves, which opens up a new grain route from the West terminating at Port Arthur. In 1887 and part of 1888 they constructed the C.P.R. short line through Maine. In December of the latter year he visited Panama, Ecuador, Peru and Chili with the view of building railways for the Chilean Government, but not satisfied with the prospects of railway building there, declined to take contracts for the construction of railways in that country, and later visited China and is one of the very best authorities in the world on the railroad possibilities of that Empire.

From August 1889 to November 1892, he was associated with Mr. James Ross in building the Qu'Appelle, Long Lake & Saskatchewan Railway from Regina to Prince Albert, and the Calgary & Edmonton Railway from Fort McLeod to Calgary, and from Calgary to Edmonton, and was one of the original syndicates which built the Winnipeg Electric Street Railway. In the Northwest Mr. Mann has many commercial interests apart from its railways. He is a Director of the Winnipeg Street Railway, the Inverness Railway and Coal Company and of the Manufacturers and Temperance and General Life Insurance Companies.

He is a Presbyterian in religion and in March, 1887, was married to Miss J. E. Williams, of Winnipeg, by whom he has one son, Donald Cameron Mann, born in 1892.

GEORGE P. MAGANN, TORONTO

It has been truthfully said that nothing has contributed more to the material progress of Canada than the rapid extension of its railroad systems during the past thirty years, and one of the men prominently identified with this class of enterprise is Mr. George Plunkett Magann, of Toronto. Mr. Magann was born at Dublin, Ireland, on September 7th, 1849, but at an early age came to Canada and was educated at the Central School, Hamilton, and by private tuition. He first engaged in the drug business, both wholesale and retail, but later entered upon that of a railway contractor. There are few important lines in Ontario that do not owe something to the skill and enterprise and care with which Mr. Magann has carried out his work. During his career as a contractor he has carried out a large number of important contracts for the two great Canadian lines, the Canadian Pacific Railway and the Grand Trunk Railway. With the latter organization especially his dealings have been extensive. He has also carried out several important contracts for the Federal Governments. These have been only a part of his extensive activities, however. He is interested largely in the barge trade and was one of the original promoters of the water route between Owen Sound and Port Arthur, which has developed enormously. Like many other successful Canadians, Mr. Magann is also largely interested in the lumber industry, and in this branch his operations have been international in character. He has been President of the Haliburton Lumber Co., which operated extensively in North Ontario. This has been a sort of allied interest to his business as a railway contractor, for the Company from its mills at Wiarton supplies immense quantities of ties and timber for railroad construction. He is President of the Magann-Hawke Lumber Co., and possesses large interests in the State of Kentucky, with headquarters at Irvine. For a time he was owner of a railroad in Kentucky, in connection with his extensive timber, coal and mill properties in the famous Blue-grass State. The large limits held by his Company in that State embrace large



quantities of the fine commercial hardwoods that enter extensively into modern manufacture. Another important enterprise of Mr. Magann's is the Magann Air Brake Co., of which he is President.

The railroad commissioners of the State of New York paid a high tribute to the Magann brake, and it has been adopted in many of the great American cities, and Canadians naturally take a great pride in having carried off the palm over the heads of their enterprising American cousins.

As will be observed, Mr. Magann is an all-round, far-seeing and courageous business man. He has never held nor sought political honors, although his friends have many times suggested that he be called to the service of his country.

He is a Roman Catholic in religion, and a social favorite in Toronto, where he is a life-member of the Royal Canadian Yacht Club, the Country and Hunt Club, the Athenæum Club, and the Victoria Club.

He was married in August, 1891, to Mlle. Graziells Leona Loranger, daughter of Mr. Joseph Loranger, of Montreal, and has four sons and one daughter.



ALFRED ERNEST AMES, TORONTO

Mr. Ames was born in 1866 at the village of Lambeth, in the Province of Ontario. His father, Rev. William Ames, is a superannuated clergyman of the Methodist Church, and is now eighty-two years of age. He superannuated a few years ago, after having served some forty-five years in active work.

Mr. A. E. Ames had a good common school education and attended the Brantford Collegiate Institute for two years, leaving just as he was reaching his fifteenth birthday, after having passed the examination for second-class certificate. He then, in September, 1881, entered the Owen Sound Branch of the Merchants Bank of Canada, under Mr. D. Millar, now Manager of that bank in Toronto. After having been in Owen Sound for fifteen months, Mr. Ames resigned his position and joined the staff of the Imperial Bank of Canada at Toronto, at an advanced salary, having been in the service of the Imperial Bank for about two years in the Toronto and Ingersoll offices. At Ingersoll, he was taken down with a remittent fever, and, on the advice of his physician, took

a six months' furlough. When about ready to take up work again, he was offered the position of Acting Accountant in the Ontario Bank in Peterborough, which was accepted. Shortly afterwards he was made Accountant. After spending about two years and a half in Peterborough, he became Manager for the Ontario Bank in Mount Forest, having just completed his twenty-first year. After eleven months in Mount Forest, Mr. Ames was promoted to the Lindsay branch of the same Bank, spending there about one year. Not being contented with the comparatively limited outlook afforded in his then position, and having for a few years had in mind that his real future lay in Toronto, Mr. Ames resigned his position with the bank and opened a banking and brokerage business in Toronto on December 1st, 1889. The business, which started with small proportions, has shown, particularly during the last five or six years, a rapid advance, and the firm founded by Mr. Ames, and which now has four partners and a large staff of clerks, is one of the important forces in Canadian finance. Mr. Ames was President of the Toronto Stock Exchange for two years, in 1897 and 1898. He is now President of the Toronto Board of Trade, President of the Metropolitan Bank, 1st Vice-President of the Imperial Life Assurance Company, Director in the Robert Simpson Company, Limited, and the Twin City Rapid Transit Company of Minneapolis and St. Paul, and other companies. Mr. Ames is, in addition, a Trustee of the Massey Music Hall and of Sherbourne Street Methodist Church and a Regent of Victoria University. He is also a member of the important clubs of the city. Mr. Ames, while devoted to the prosecution of business, is always disposed to help along public-spirited undertakings. While living in Lindsay, Ont., Mr. Ames was married in 1889, to Mary, daughter of Mr. (now Senator) George A. Cox. He has two children, Ethel and George.

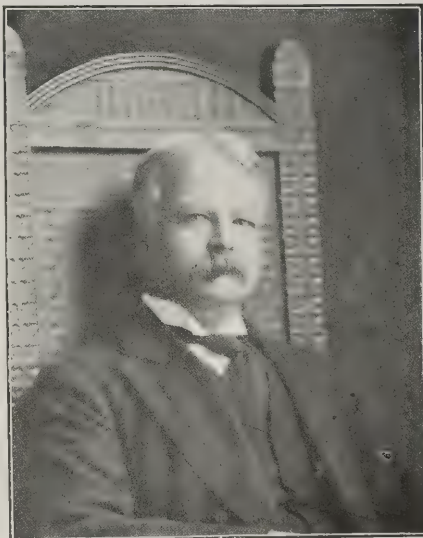
O. A. HOWLAND, C.B., TORONTO

The prominence that the city of Toronto has attained educationally and commercially within the last twenty years may be due in some measure to its situation, its railway facilities and its central position in the wealthy Province of Ontario, but much of that prominence is owing to the progressiveness of the leaders of thought and action among its citizens. Among those who have given time and ability to the common weal, Oliver Aiken Howland has been conspicuous. The son of Sir William Pearce Howland, a statesman prominent in the Confederation of British North America, and Marianne Blyth, he is of English descent, his American ancestor, Henry Howland, having settled in New England in 1625. He was born at Lambton Mills, in the county of York, on the 18th April, 1847.

Educated at Upper Canada College, Toronto Model Grammar School and at Toronto University, he became a student-at-law in the office of the late Hon. M. C. Cameron, was called to the bar in 1875, and began the practice of law.

An active member of the Canadian Institute and of other societies of a patriotic and educational character, he early displayed great interest in literary and scientific investigation and historic research. In 1892 he was Chairman of the Memorial Publication Committee in connection with the Ontario Centenary, and a member of the Council of the Canadian Institute from 1892 to 1894. In 1895, as Chairman of the Historical Section of the Institute, he inaugurated the movement for the Canadian Historical Exhibition of 1897 in commemoration of the 400th anniversary of Cabot's landing in Nova Scotia. President of the International Deep Waterways Association and one of its moving spirits, he was, in 1896-7, a Commissioner on the International Commission on Deep Waterways and Lake Levels.

He is the author of several works of literary and political value, having published "The Irish Problem Viewed by a Member of the Empire" (1887), "The New Empire: Reflections upon its Origin, Constitution and its Relation to the Great Republic" (1891), as well as being a frequent contributor to the best literary and legal publications of Canada. He in the "New Empire" in 1891 was the first to advocate an International Court between the United States and the British Empire, outlining a scheme subsequently adopted in 1897 in the treaty agreed upon by Lord Salisbury and President Cleveland for the mutual benefit and peace of the English-speaking peoples, and placed the scheme before the International Deep Water-



ways Convention in Toronto in 1894, and at Cleveland in 1895, and received their endorsement; and he also presented it at the Trans-Mississippi Congress at St. Louis in 1895. In voluntary public services to his country on questions affecting the commercial and international interests of the British Empire, Mr. Howland has contributed much. Mr. Howland has a large and lucrative law practice, and has acted as counsel before the Privy Council in England in cases of national import. In 1894 he contested South Toronto in the Conservative interest for the Provincial Legislature and was elected by over 2,000 votes over the present Hon. Mr. Justice Moss.

In 1901 he was elected Mayor of the city of Toronto, and again in 1902, and on both occasions was returned by tremendous majorities. Mr. Howland is unmarried, and still retains an active connection with subjects with which he has maintained a life interest; is a Fellow of the Imperial Institute, a Director of the Bishop Ridley College, and Churchwarden for many years of St. James' Cathedral, Toronto. A considerable factor in the social, municipal, political and scholarly life of Toronto, in much that makes the world of Canada better and greater, Mr. Howland is in truth as well as by the traditions of his family, a loyal Canadian. His principal and permanent work as Mayor was the founding of the Union of Canadian Municipalities. He was elected first President at Toronto in 1901, and re-elected in Montreal in 1902.



JAMES CROCKER, TORONTO

Among the citizens of Toronto who have served the city long and well, and in a public and private capacity have done much for the cause of municipal government, and for the cause of benevolent and national fraternity, is James Crocker.

Born at Marham Church, Cornwall, England, on the 31st of August, 1828, he was educated in England and early in life came to Canada. After encountering the usual difficulties of the stranger in a strange land, he engaged in farming at Etobicoke, near Toronto, in the county of York, in the Province of Ontario. After several years he did not limit his energies to business and agriculture but soon became engaged in real estate and general financial enterprises with exceptional success.

Removing to Toronto, his business shrewdness and executive ability was recognized by the ratepayers of St. Patrick's Ward and in 1875 they elected him a member of the Board of Aldermen of the city of Toronto. Upon the sub-division of St. Patrick's Ward, largely brought about through his efforts, and formation of the new Ward of St. Stephen, he was elected to represent the latter as Alderman in 1876 and continued to do so through-

out the remainder of his service at the Council Board, which comprised the years 1877-78-79-80-81-83-84-86 and 1889, when he voluntarily retired from active participation in the city government. While in the Council he was a member of all the important committees and held two Chairmanships, that of the Committee on Licenses in 1876 and 1877 and that of the Exhibition Committee in 1881-84 and 1886. Thoroughly imbued with the great advantages that would accrue through the encouragement of manufacturing enterprise throughout the city of Toronto, Mr. Crocker, in conjunction with the late Mayor Morrison and the late Mr. John J. Withrow, was largely instrumental in inducing the Massey Manufacturing Company to remove their large works from Newcastle to Toronto. Extending his interest in public affairs beyond that of municipal government, a loyal adopted son of Toronto, he was actively interested in the welfare of the Industrial Exhibition Association and was one of the first Directors and a member of the Board thereof for twenty-one years and was no small factor in the success which it has attained. For 18 years Mr. Crocker was a Director of the Union Loan Company, one of the city's prominent financial institutions. A typical representative of the industrious, reliable, self-made man, the services of Mr. Crocker to the city and the various organizations with which he was connected were of more than passing value. The owner of valuable real estate within the city, he has erected many mercantile and residential buildings and is a man not only of consequence in municipal government but also commercially and financially.

A Methodist in religion, he is a life-member of St. George's Society, of the Sons of England and of the York Pioneers, and is active in the various benevolent and patriotic works of these societies. In 1850 he was married in St. George's Church, Toronto, to Miss Mary Steele, of Montreal. His son, William Crocker is in the Post Office Inspector's Department, Toronto, and his daughter is the wife of Mr. Charles E. Kyle, ex-President of the Commercial Travellers' Association. Retired now from active business beyond the supervision of the management of his large financial interests, Mr. Crocker, at the mature age of 74, has the satisfaction of seeing the city he served so long, and the various public enterprises he gave yeoman service to forward, prosperous and well governed.

HON. S. C. BIGGS, K. C., TORONTO

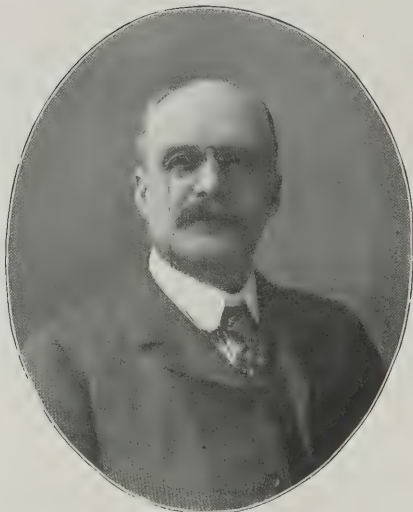
The law of heredity asserts itself in the constitution of Samuel Clarke Biggs, whose forensic and legal ability has been recognized throughout two Provinces, in both of which he has accepted positions of honor and prominence as a public speaker and a brilliant lawyer. He is a nephew of that late distinguished statesman and jurist, Hon. E. B. Wood, Chief Justice of Manitoba. He is a son of Richard Biggs (one of the pioneer settlers of 1802), of the township of Ancaster, county of Wentworth, Ontario, farmer, a descendant of a United Empire Loyalist family, and of Eleanor Wood his wife, sister of the late Hon. E. B. Wood, Provincial Treasurer of Ontario from 1867 to 1872, and afterwards Chief Justice of Manitoba. He was born on his father's farm in Ancaster, on the 8th day of October, 1851, and educated at the public schools of his native township, at Victoria College, Cobourg, and at Toronto University, where he graduated with honors in Natural Science, with the degree of B.A., in 1872, being a silver medalist in Natural Science. Entering upon the study of law, he was articled to Mr. Charles Moss of the firm of Harrison, Osler & Moss, now Chief Justice Moss of the Court of Appeal, with whom he studied until 1875 when he went to the city of Winnipeg, Manitoba, and there at once was admitted to the Manitoba Bar. There he commenced his profession and continued it until 1888. Although entirely devoting his personal attention and his already recognized abilities to the profession of law in which he has made so marked success, still he was largely interested in many enterprises then in course of development in the growing West. He established practically the first brickyards for the manufacture of brick in Winnipeg on an extensive scale and became largely interested in the lumber business on Lake Winnipeg. He was one of the founders and principal proprietors of the *Winnipeg Daily Sun*, and although a Liberal in politics, the paper was conducted on independent lines. In 1888 he was induced to remove to St. Paul, Minnesota, to practise his profession and engage in large enterprises in that State. He remained



for four years, being engaged part of the time as Counsel for the St. Paul, Minneapolis and Manitoba Railway Company, in many important matters. In 1892 he removed to Toronto, took up and has continued the practice of his profession with the success that has followed him from Manitoba and Minnesota. During his residence in Winnipeg he was the head of a large firm with a very extensive practice, and was engaged in practically all the leading cases, civil and criminal, in the Province from 1875 to 1888. He has always been a staunch free trader, an uncompromising Liberal, a strong temperance man, a hater of shams and fads, a fighter for what he believed to be the right.

He was elected for the Manitoba Legislature for St. Paul's and was a member of the Manitoba Government as Minister of Public Works.

Married the 8th July, 1875, to Emily Orythia, daughter of the Rev. Thomas Atkinson, Methodist minister, he, although a member of the Church of England, attends with his wife the Methodist Church. He has four children; Samuel Percy and Richard A. L. are undergraduates in Arts in Toronto University, George Maitland is an undergraduate in Medicine at the same University, and Stanley Clarke is a graduate of the Royal Military College, Kingston, and has accepted a commission on the Staff Corps, India, whither he has gone.



EDWARD GURNEY, TORONTO

Of that class of the community which of late years has done so much for the prosperity of Canada by energetic enterprise and keen ability in its manufacturing industries, no one probably has merited and shared in the success obtained thereby more than Edward Gurney, head of the Gurney Foundry Co., Toronto.

His father, the late Edward Gurney, and his uncle Charles came from their birth-place, Oneida county, N.Y., to Hamilton and started the business. Born in Hamilton on the 4th August, 1845, he received his primary education in the schools of his native town and afterwards acquired a thorough and practical training as a moulder in the shops of the foundry which he afterwards managed and controlled. Admitted as a member of the firm in 1869, he undertook the management of the Toronto branch of the business. Quickly but still conservatively the business increased, and now, in the words of a representative trade journal, their foundries, situated in Toronto and West Toronto Junction, "are easily the largest of their class in the Dominion and take rank with the large concerns in the United States." In 1891 the old firm was converted into a joint-stock company under the name of "The Gurney Foundry Company," with Mr. Gurney as President. In 1887, believing in Canadian methods of heating, Mr. Gurney established in the city of Boston, in the State of Massachusetts, a foundry for the manufacture of products similar to those made here,

which has grown to be one of the large industries of the United States, and by its enterprise has effected a radical change in the methods of heating practised in that country, when previously heating by water was practically unknown or only used in a crude way for heating greenhouses, whereas to-day it is more commonly used than any other system for dwellings of the better kind. But it has not been to narrowness or selfish absorption in the affairs of his own business that Mr. Gurney owes his marked success.

He was elected Vice President of the Toronto Board of Trade in 1895, in the following year President of that most important body representing the trade and industry of his native Province, and has been no inconsiderable factor in shaping the policies at times advocated and supported officially by the said Board of Trade. Beyond these positions closely connected with the commerce of Canada of which he has personal and particular knowledge, Mr. Gurney has refused repeatedly all inducements to enter the wider field of Provincial and Dominion politics. It may be that the strong dislike to the necessary publicity incumbent upon a candidate for political honors inherent in a man of Mr. Gurney's temperament, may have influenced him in his refusal to represent his fellow-countrymen on the floor of Parliament, or it may be that he has not the time to spare in directly taking part in the framing of his country's laws, but the fact remains that Mr. Gurney, to the regret of those who know him, his knowledge of the commercial needs of the country, his high-minded conception of business and his ability as a man of affairs, has up to the present positively declined to seek the suffrages of the people as a political candidate. But Mr. Gurney finds time to take an unassuming part in the betterment of his fellowmen in other ways than in Parliament as is instanced by his active interest as a member of the Executive Committee of the National Sanitarium Association. A member of the Methodist Church and a citizen broad in his charity, he occupies a position commercially and socially which has brought him the respect and regard of the city of his adoption.

Married at Ingersoll, Ontario, in 1868, to Mary Frances, daughter of William A. Cromwell, he has six children; Mrs. W. Sanford Evans resides in Winnipeg, Manitoba; Mabel Louise is the wife of Edmund B. Ryckman; William Cromwell, Vice-President of the Gurney Foundry Company; Edward Holt, a student of Toronto University, and Gladys, a student in the Model School, Toronto.

In politics Mr. Gurney is not a man of bitter partisan feelings and is looked upon as a moderate Conservative.

W. E. H. MASSEY, TORONTO

The late Walter Edward Hart Massey was born on April 4th, 1864, at Newcastle, Ontario, where his father, the late Hart A. Massey, the well-known philanthropist, was in business as a manufacturer of agricultural implements. When Walter was seven years old his parents moved from Canada to Cleveland, Ohio, important interests demanding a change of residence. He was educated in the public schools of Cleveland and also in the Brooke's Military Academy, where, in addition to the usual branches of a liberal education, he received a thorough military training.

In 1882 the business of the Massey Manufacturing Co., which three years previously had been transferred to Toronto, had grown to such an extent that Mr. H. A. Massey returned to Canada to give it his closer attention. Walter, who had a strong predilection for literature and scientific research, entered Boston University. His eldest brother, Mr. Charles A. Massey, the General Manager of the Company, dying in 1884, he was called to Toronto to familiarize himself with the details of the business, becoming at the same time a Director and Secretary-Treasurer of the Company.

The Massey Manufacturing Co., not content with a purely Canadian trade, established agencies in different parts of the world. In this connection Mr. Walter Massey came actively to the front and very successfully represented the Company at the Indian and Colonial Exhibition of 1886 in London, from which has sprung the large European business the Company possesses to-day. Mr. Massey made a tour of the world in 1887-8 in company with his younger brother, Frederic Victor, also deceased, and established an agency in Melbourne, which has now an extensive trade throughout Australia.

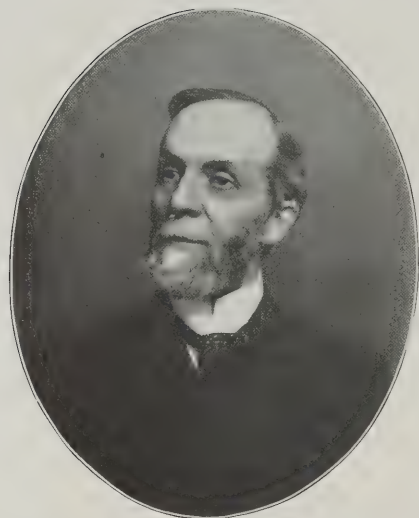
In 1891 came the amalgamation of the Massey Manufacturing Co., Toronto, with the A. Harris, Son & Co., Limited, Brantford, and Massey & Co., Limited, Winnipeg, into one large organization under the name of Massey-Harris Co., Limited. Mr. Massey took a very active part in perfecting the consolidation of this great concern, becoming a Director and its Assistant General Manager. On the death of its President, Mr. Hart A. Massey, in 1896, Mr. W. E. H. Massey was elected President of the Company, which position he filled until his death on October 28th, 1901. Mr. Massey during his life time was also President of the City Dairy Co., Limited, Toronto, of the many allied enterprises of the Massey-Harris Co., Director of many financial corporations, and First Vice-President of the Board of Trade. In



addition to all these demands upon Mr. Massey's time and strength he purchased a farm near East Toronto, which he extended, beautified and developed and which he named Dentonia Park Farm. He was extensively engaged in the importation and breeding of high class Jersey, Guernsey and Ayrshire cattle. Mr. Massey was one of the executors of the large estate left by his father, and on his suggestion there has been erected the fine Massey Hall and Library as a valuable adjunct to the Ontario Agricultural College at Guelph.

Mr. Massey was a most generous and methodical giver to religious, charitable and benevolent enterprises, a Director of the National Sanitorium Association, and a Trustee of the Massey Music Hall and Fred Victor Mission. He was a prominent member of the Methodist Church, and most devoted to its interests; a Regent of Victoria University, and one of the Treasurers of the Twentieth Century Thanksgiving Fund of the Church, to which he contributed very liberally.

Mr. Massey was married on July 11th, 1888, to Miss Susie M. Denton, of Boston, Mass., and left behind him four children, three girls and a boy. It may be said of the subject of this sketch that anything that he undertook never lagged. He kept fully abreast of his work and was untiring in his plans for the future. Few men have accomplished as much as he during his brief life time, and it is doubtful if there is any young business man of his time fired with a greater public spirit.



C. D. MASSEY, TORONTO.

The name of Massey is known throughout the length and breadth of Canada, not only on account of the vastness of the business interests associated with that name but because of the great philanthropies with which it is also synonymous.

As the surviving head of the family that has built up Canada's greatest individual industrial enterprise, the figure of Mr. Chester Daniel Massey, the subject of this sketch, is doubly fraught with interest. He is the son of the late Hart A. Massey, who was the son and successor in business of Daniel Massey, the founder of the great establishment for the manufacture of agricultural implements now known as the Massey-Harris Company, Limited, and has been associated with that business, of which he is now the head, since boyhood.

Both the brothers who had also been identified with the growth and management of the enterprise, Charles A. Massey and Walter E. H. Massey, have also passed away. But Mr. Chester D. Massey is splendidly carrying out the traditions of the family.

He was born on June 17th, 1850, in Haldimand township in the county of Northumber-

land, Ontario, and received his education at the public schools of the Province. While still a boy he entered the business establishment of his father, then centred at Newcastle, Ontario. Literally speaking, he has grown up with the business, which in turn has grown up with the country (coincident with the vast expansion of agricultural enterprise in Canada). In 1879 the headquarters of the Massey firm were removed to Toronto, where Mr. Massey has resided since the year 1882.

In 1884 his eldest brother, Charles A. Massey, died, and the duties devolving on him became the heavier. The period that has elapsed since then has been one of immense expansion which the firm attained by a judicious policy of amalgamation and by extending its agencies not only from the Atlantic to the Pacific, but beyond the seven seas in all the corners of the earth. Mr. C. D. Massey is not only President of the Massey-Harris Co., Limited, but also of the Sawyer & Massey Co., Limited, of Hamilton, Ontario, manufacturers of threshing machines and engines; is a Director of the Metropolitan Bank, the Central Canada Loan & Savings Co., the Imperial Life Assurance Co., the National Trust Co., the Carter-Crume Co., and the City Dairy Co.

As has been intimated, commercial interests do not merely by any means absorb the entire attention of Mr. Massey. He is largely interested in all religious and philanthropic movements. He is a member of the Methodist Church, to which he is greatly attached, and his voice is at all times valued in its councils. He is a Regent of Victoria University and a Trustee of the Metropolitan Church of Toronto. He is also a Trustee of the famous educational system, the Chautauqua Institution, and of the two notable philanthropic enterprises founded by the late Hart A. Massey during his lifetime—Massey Music Hall, one of the finest buildings that unselfish citizenship ever gave to a city, and the Fred Victor Mission, which does a practical and uplifting work for the needy without respect to creed or race.

As chief executor of his father's estate, he necessarily takes a deep interest in the valuable works of philanthropy which have been carried out under the provisions of his will.

On March 17th, 1886, Mr. Massey was married at Erie, Pa., to Miss Anna D. Vincent, and has two sons, C. Vincent Massey and Raymond Hart Massey.

JOHN MACDONALD, TORONTO

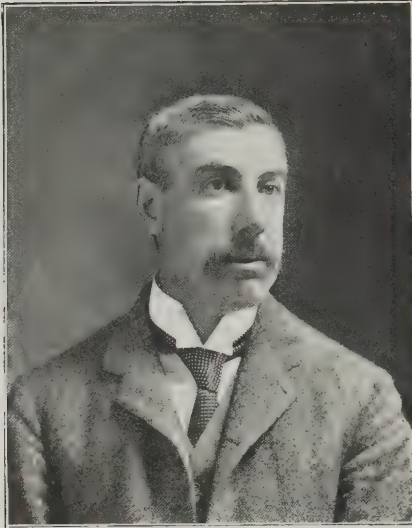
The present head of the great wholesale dry goods firm of John Macdonald & Co., of Toronto, is still a young man. John Macdonald, who bears the name of his father, the founder of the business, was born on the 4th of November, 1863, at the old family homestead, Oaklands, a beautiful villa on the hills overlooking the city of Toronto. He was educated at Upper Canada College, which boasts the names of a very large number of distinguished families on its rolls, and while still a lad entered the great dry goods establishment which then bore his father's name. Under his distinguished father's guidance he received a sound business training, and was thus on the death of the latter able to undertake the great responsibility devolving upon him. The late Hon. John Macdonald sat in the Senate of Canada for several years, and was a most distinguished figure in religious and philanthropic work.

The subject of this sketch is a man of varied interests and wide social popularity, while retaining the sound business energy characteristic of his family. In the affairs of his alma mater, Upper Canada College, he has taken a deep interest, and was one of those public-spirited graduates who took an active part in the work of reorganization which a few years ago put it on a sound basis and largely increased its usefulness. He is also a member of the Methodist Communion, in which his father was so long an eminent figure, and has interested himself in the affairs of Yonge Street Methodist Church, of which he is a Trustee. He holds the office of Justice of the Peace, but fortunately is not compelled to frequently exercise his function as a Magistrate. Among the commercial organizations with which he is identified may be mentioned the Toronto Board of Trade, in which he is prominent in the dry goods section. His is also one of the best known names on the roll of the Commercial



Travellers' Association, one of the most powerful organizations in Canada. He is also a member of the British Empire League, the object of which is to further the progress of an enlightened Imperialism in Canada; of the well-known benevolent society the Ancient Order of United Workmen; of the Caledonian Society, to which he belongs by virtue of his Scottish descent, and is a member also, by virtue of the family traditions, to the York Pioneers. In the National Club, one of the social organizations of the city of Toronto, he is a prominent figure. Like all men of active mind Mr. Macdonald has a hobby, and in his case the hobby is horseflesh. His beautiful home at Oaklands always boasts some fine animals in its stables, and he has earnestly devoted himself to the improvement of Canadian stock. He was one of the original promoters and is a Director of the Annual Horse Show at Toronto, and is also an active member of the Horse Breeders' Association and of the Hackney Horse Association.

It will thus be seen that Mr. Macdonald is a man of catholic tastes and wide energies.



D. B. HANNA, TORONTO

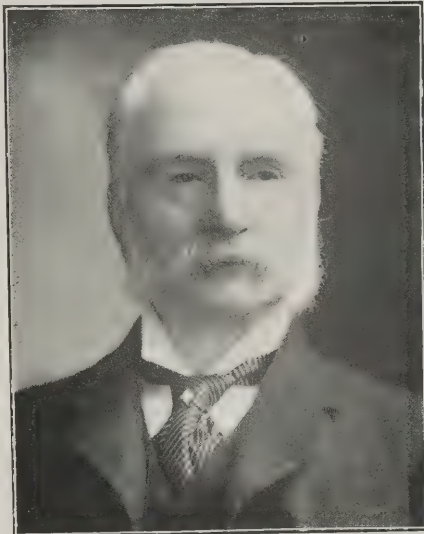
Mr. D. Blythe Hanna, Third Vice-President of the Canadian Northern Railway with headquarters at Toronto, was born at Thornliebank, Scotland, December 20th, 1858, his father, William Hanna, being engaged in the linen trade at that place and at Barrhead. He attended the schools of his native place until the age of sixteen, when he secured a position as assistant to the agent at Kinnishead station of the Glasgow, Barrhead and Kilmarnock Railway, where he received the large salary of \$4 per month. From that time onward the history of Mr. Hanna's life is a record of successive well-earned promotions in his chosen profession. His first move was to Pollokshaws as booking clerk in the passenger department. Next he went to Barrhead, as ticket agent and freight clerk, where he remained until 1878, when he became freight clerk in the Glasgow office of the Caledonian Railway, on which road he was later promoted to be Chief Clerk and Cashier at Stobcross station, where he remained until 1882. In that year he crossed the ocean and was made Chief Clerk of the Bonaventure station of the Grand Trunk Railway at Montreal, and later became assistant to the travelling auditor. From 1884 to 1886 he was clerk in the Auditor's office and travelling auditor with headquarters at New York, for the New York, West Shore and Buffalo Railway. In 1886 he again moved westward to take the position of Chief Accountant of the Manitoba and Northwestern

Railway with headquarters at Winnipeg. In 1892 he was made, in addition to Chief Accountant, Treasurer and Land Commissioner of the Company. He remained with the Manitoba and Northwestern Railway until 1896, when he was made General Superintendent of the Lake Manitoba Railway and Canal Company, operating one hundred miles of railway, running from Gladstone, Manitoba, into the Dauphin District. The organization grew rapidly, and in a short time Mr. Hanna was called upon to manage another stretch of another one hundred miles from Winnipeg toward the Lake of the Woods, and still later another section from Port Arthur westward. The charters of these various lines were consolidated under the name of the Canadian Northern Railway, and in the last days of 1901 the various parts were welded together into one system of 1,277 miles. The work of operating a railway in four sections unconnected, separated in some cases by several hundred miles, was a work to try the ability of the ablest; but under Mr. Hanna's management not only did the operating run smoothly, during the time of building these sections and joining them into one system, but the Canadian Northern Railway did what no other road in Canada ever did, it earned enough to pay running expenses and interest on its bonds from the time its first hundred miles was opened. Mr. Hanna has seen the system grow from that first hundred miles into the third railway system in Canada in point of mileage and stretching across a good part of the Dominion.

Mr. Hanna has never in his busy life held any public office, but he has taken an active part in social and philanthropic institutions, as a member of the Masonic Order, the I.O.F. and the St. Andrew's Society. He is a Presbyterian, and has been connected with Westminster Church, Winnipeg, ever since its inception. In business affairs outside of his railway work, Mr. Hanna is a Director of the Winnipeg Electric Street Railway Company, which also supplies gas and electricity to the citizens, and a Director of the Manitoba Assurance Company. He has always been an encourager of healthy athletic sports among young men, and at the present time is President of the Canadian Northern Hockey Club. Mr. Hanna was married in 1888 to Miss Garland, daughter of Mr. T. A. Garland, of Portage la Prairie, one of the leading merchants of Western Canada, and they have two children. A young man of wide railroad experience, of determination and ability and upon one of the growing railway systems of Canada, Mr. Hanna is destined to make a name for himself in the annals of Canadian railroading.

J. W. LANGMUIR, TORONTO

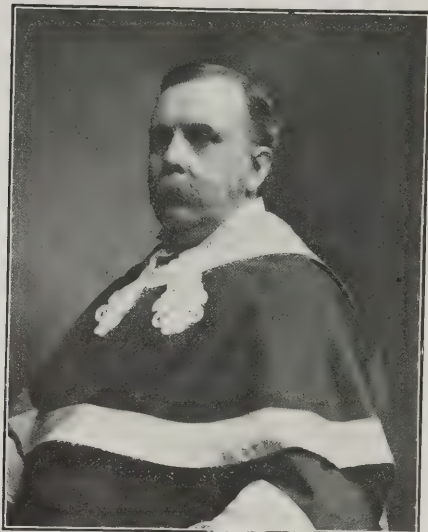
A gentleman whose success in life has been typical of Canadian progress is Mr. John Woodburn Langmuir, the well-known capitalist and financier, of Toronto. He was born on November 6th, 1834, in Ayrshire, Scotland, and educated at Osborne's Academy, Kilmarnock, Scotland. On both sides his parents were of well-known county families. In 1849, when but fifteen years of age, he came to Canada, and according to the time-honored Scottish system, was articled for five years with the firm of Miller Bros., Picton, Ont., who at that time carried on a large mercantile business in Picton and in Kingston. After a sound commercial experience at both establishments of the firm, he in 1853 was enabled to acquire the Picton branch of the business. In connection therewith he built up a large business as a grain-merchant and a shipbuilder for the lake marine, which in those days was very extensive. When only twenty-four, that is, in 1858, his fellow-townsmen honored him by electing him Mayor of Picton, an office which he filled with great credit to himself and benefit to the municipality. In 1868 the Sandfield Macdonald Administration, the first Government after the confederation of the newly-constituted Province of Ontario, appointed him Inspector of Prisons and Public Charities for the Province. At the time the opinion was held in many quarters that the work of the office was too great for one man, but Mr. Langmuir showed that it depended on the kind of man. He performed the onerous and difficult duties of the post not only to the entire satisfaction of three administrations but to the whole community. The fourteen years which he served in this capacity, 1868 to 1882, comprehends a history of the public institutions of Ontario in their earlier development. His fourteen annual reports aggregate the vast amount of 40,000 printed pages. Under his supervision no less than eight of the existing public institutions of the Province were founded and organized: the Asylums for the Insane at London and Hamilton; the Asylum for Idiots at Orillia; the Institution for the Deaf and Dumb at Belleville; the Institution for the Blind at Brantford, and the Mercer Reformatory at Toronto. In 1882 Mr. Langmuir resigned his office and associated himself with a group of prominent gentlemen in the formation of the Toronto General Trusts Co., being the pioneer organization in Canada for the management of estates and trusts by a corporate body instead of by individuals. Of this Company, now the Toronto General Trusts Corporation, Mr. Langmuir still remains Managing Director. In the



realm of finance he has won for himself a reputation for rare probity and sound judgment.

On account of his special fitness he was appointed Chairman of the Royal Commission on the Prison and Reformatory System of Ontario, which sat in 1891. For a large number of years he has served as Chairman of the Board of Commissioners of Queen Victoria Niagara Falls Park. He is also President of the Homewood Retreat Association, a private asylum established at Guelph, Ont., and is Vice-President of the Toronto Hotel Co., Limited. During his younger days he took an interest in military affairs, and rose to the rank of Major in the 16th Battalion, a commission he filled while the regiment was on active service during the Fenian raids of 1866. Mr. Langmuir is a cultured, humane and popular man. He has traveled extensively both in Europe and in the United States. He is a member of the Toronto Club and of the Grosvenor Club, in London, England. He is a Presbyterian in religion and a member of St. Andrew's Church, King Street, Toronto, in which congregation he most efficiently serves as Chairman of the Board of Management.

Mr. Langmuir has been thrice married: first to Miss Emma Lucretia, daughter of the late Dr. Fairfield, of Prince Edward; to Miss Elizabeth Harriett, daughter of the late John Ridout, Registrar of York, and to Miss Catharine Mary, daughter of the late Mr. Bloodgood, of New York, and has a family of five sons and four daughters.



CHIEF JUSTICE FALCONBRIDGE, TORONTO

One of the most distinguished of Canadian jurists is the Hon. William Glenholme Falconbridge, Chief Justice of the Court of King's Bench for Ontario. He is a son of the late John Kennedy Falconbridge, J.P., a native of Ireland, who came to Canada in 1837. Born at Drummondville on May 12th, 1846, his preliminary education was received at Barrie Grammar School and at the Model Grammar School for Upper Canada. He matriculated with a general proficiency scholarship at Toronto University in 1862, and graduated with the degree of B.A. in 1866. He filled the chair of modern languages at Yarmouth Seminary, N.S., for a year, and was then appointed lecturer in Spanish and Italian at his alma mater, a post which he also held for a year. He then entered upon the study of law, and was called to the bar in 1871. He became connected with the legal firm originally known as Harrison, Osler & Moss.

Mr. Falconbridge acted as examiner for the University of Toronto for several years, and in 1872 became its registrar, a post he filled until 1881. On his retirement he was immediately elected to the Senate, and was re-elected for several years until his voluntary retirement in 1896. He was elected a Bencher of the Law Society of Upper Canada in 1885, and was in the same year created Queen's Counsel by the Marquis of Lansdowne.

On November 21st, 1887, he was appointed a Judge of the Queen's (now King's) Bench Division in the Supreme Court of Judicature for Ontario.

In July, 1900, on the elevation of Hon. J. D. Armour to the Chief Justiceship of the Province, he was appointed President of the Queen's Bench Division with the title of Chief Justice of the Queen's Bench, a title which has necessarily undergone a slight alteration because of the accession of the present King. Referring thereto the following is an extract from the *Canada Law Journal*, July 1st, 1900, volume 36, page 393:

"Mr. Justice Falconbridge, who would succeed Chief Justice Armour, is one of the most popular judges on the Bench, and his appointment would be received with great satisfaction. His exposition of the law is always clear, his judgments to the point, and his grasp of facts perhaps unequalled, certainly not excelled, by that of any of his brother justices. He has an exceptionally calm and even temper, and if he has any prejudices, from which few men are free, they are under strong control. Wise and discreet, he always has been looked upon as a very reliable and satisfactory Judge, and in jury cases particularly he has no superior. He is fifty-four years of age, and was appointed a Justice of the Queen's Bench in November, 1887."

During his term on the Bench he has served on many important commissions. He was a member of the commission to revise the Statutes of Ontario in 1896 and 1897, and was also a member of the commission appointed by the Federal Government to investigate the alleged frauds of returning officers and others in connection with the Dominion elections of 1900. During 1901 he was a member of a very important and useful commission for the revision and consolidation of Imperial Statutes in force in Ontario.

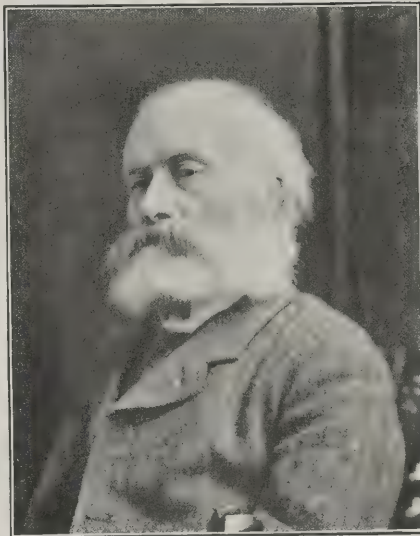
Though immersed in the law, Chief Justice Falconbridge has not lost those literary sympathies which marked his distinguished career at the University of Toronto, and employs some of his scanty leisure in minor literary productions, among which may be mentioned the introduction to Canadian *Édition de Luxe* of Burke's Works (*Morang* 1901) and fugitive metrical translations of extracts from Horace, Catullus and Schiller. Not only literature and the arts claim his attention, but he also takes a keen interest in the major events of the day.

In religion he is a member of the Church of England. In 1873 he married Mary, youngest daughter of the late Hon. Mr. Justice Sullivan, of Toronto, and stepdaughter of the late Sir Francis Hincks, K.C.M.G.

SIR SANDFORD FLEMING, OTTAWA

"A man who has done great and good work, not alone for Canada, but for the Empire as a whole," said Lord Strathcona, regarding Sir Sandford Fleming, K.C.M.G., on a momentous occasion. Few indeed are there in the course of Canada's political, scientific and commercial progress who more truly merited the eulogy of Canada's High Commissioner. A broad-minded and public man, and a brilliant engineer, Sir Sandford Fleming has a unique position in the prominent public life of Canada. The son of the late Andrew Greig Fleming and Elizabeth Arnot his wife, he was born on January 7, 1827, at Kirkcaldy, Fifeshire, Scotland, where he was educated, studying particularly surveying and engineering in which he afterwards became so distinguished. In 1845 he came to Canada and became a member of the Engineering Staff of the Northern Railway and in 1857 was appointed Chief Engineer. Afterwards he became a partner of Messrs. Fleming, Ridout & Schreiber. In 1863 he was the delegate of the people of the Red River settlement, now the Province of Manitoba, to go to England and urge the construction of a railway from Eastern Canada to the West. Appointed by the Government of Canada, Nova Scotia and New Brunswick, in conjunction with the Imperial Government, to conduct a survey for a state railway to connect Halifax with Quebec; subsequently appointed Chief Engineer and as such completed the construction of the Intercolonial Railway in 1876, in 1871 the Canadian Pacific Railway was placed in his hands as Engineer-in-Chief of Surveys and Construction. While in charge of these important works, he carried on, at his own expense, the examination of Newfoundland with respect to the construction of a railway across the Island, and afterwards for the Newfoundland Government directed the surveys of the constructed railroad.

In 1880 he retired from the service of the Dominion Government and devoted himself to science and literature and was in the same year elected Chancellor of Queen's University, which important position he still holds. Through his effort many influential societies and individuals in America and Europe have been won over to the scheme of standard time which in part has become almost universal. The subject of this sketch is the original projector and persistent promoter of the Pacific Cable which has completed the electric circuit of the earth, and to him, more than to any other man, is due the progress made in solving the problem of the Empire-girdling state-owned telegraph system. He is the author of



a large number of pamphlets and papers on engineering subjects and subjects of world-wide interest. In recognition of great service he was created Companion of the Order of St. Michael and St. George in 1877 and a Knight Commander in 1897. He represented the Canadian Institute and the American Metrological Society at the International Geographical Congress at Venice in 1881. In 1882 he was presented with the freedom of the Kirkcaldy burghs. He represented Canada at the International Prima Meridian Conference at Washington in 1884, and in the same year received the honorary degree of LL.D. from St. Andrews University, Scotland, and in 1887 the same degree from the Columbia College, U.S. In 1886 he was awarded the confederation medal for his eminent services as an engineer. In 1887 he represented Canada with the late Sir Alex. Campbell at the Colonial Conference in London. In 1893 he went on a mission to Australia in connection with the Pacific Cable and the following year took part as a delegate in the Colonial Conference in Ottawa. In 1888 he was elected President of the Royal Society of Canada. Sir Sandford is a fellow and member of some of the most eminent, scientific, geographical and historic societies throughout the world and a member of the Council of the Imperial Federation League. A Presbyterian, he married in 1855, Anne Jean, daughter of the late Sheriff Hall, of Peterboro, Ontario.



WILLIAM MACKENZIE, TORONTO

No name is better known in Canada than that of William Mackenzie, of Toronto. Mr. Mackenzie was born on Oct. 30th, 1849, at Kirkfield in Victoria County, Ontario. He came of good Scottish stock. After attending the public schools of his district and the Lindsay Grammar School, he finally qualified as a teacher, and when a young man attended the Military School in Toronto, and is now Honorary Lieut.-Col. of the 45th Victoria Regiment. At first he engaged in the public school teacher's calling, but soon turned to commercial pursuits and took up the lumber business. When the Grand Trunk was building the Toronto and Nipissing and the Victoria Divisions of its present system, Mr. Mackenzie undertook a portion of the construction of these works. Since then he has figured prominently as a railroad contractor. He was active in the construction of the C.P.R. through the mountains of British Columbia, and later he formed part of a company which constructed the Calgary and Edmonton, the Regina and Long Lake, the C.P.R. short line through Maine, and the "Hudson's Bay" Railways. After the

above construction he turned his attention to the Canadian Northern, the ultimate goals of which are the Pacific and Atlantic oceans. Of this system, which now runs fifteen hundred miles westward from Port Arthur into Manitoba and the western prairie country, Mr. Mackenzie is President. The Canadian Northern is an amalgamation of the following railways: The Port Arthur, Duluth and Western, the Ontario and Rainy River, the Manitoba and South Eastern, the Minnesota and Manitoba, the Winnipeg and Hudson's Bay, the "Dauphin" or Lake Manitoba Railway and the Northern Pacific Company's Canadian lines acquired under lease from the Province of Manitoba. With the exception of the above-named Northern Pacific mileage, Mr. Mackenzie, along with his son, R. J. Mackenzie, and Donald D. Mann, his partners, built this entire system. Indeed, the career of Mr. Mackenzie amply demonstrates him as one of the shrewdest financiers of the time. His power to grasp plans submitted to him, to develop, execute and bring them to a successful issue has not been surpassed on the American continent. In addition to the enterprises which have been mentioned, he is the President of the Toronto Railway Company holding the Street Railway franchise of the City; the Sao Paulo Tramway, Light and Power Company, Brazil; the Inverness Railway and Coal Company of Cape Breton, Nova Scotia; the Halifax and South Western Railway and its tributary lines in Nova Scotia; the Winnipeg Electric Street Railway Company; the Winnipeg General Power Company, and the Edmonton, Yukon and Pacific Railway.

Mr. Mackenzie is of genial temperament, a steadfast friend and a fair opponent. He has always declined to enter Parliament though repeatedly offered constituencies. He is a Presbyterian, and married Margaret, daughter of Mr. John Merry, late of Kirkfield, Ont., and a member of a distinguished English-Irish family. His sons are Roderick J., Alexander W., and Joseph M., all of whom are associated with him in his business, the first named being partner and manager of construction.

JAMES P. MURRAY, TORONTO

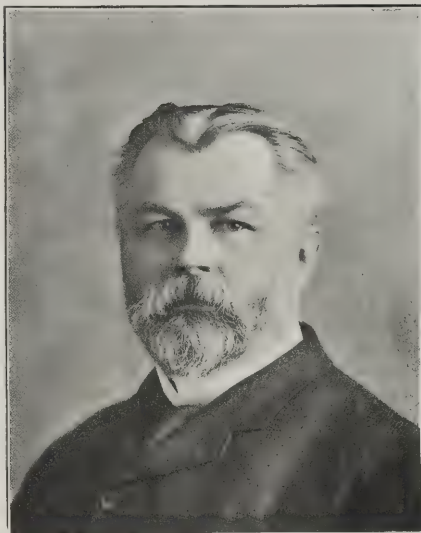
In the industrial life of Canada, James P. Murray, of the city of Toronto, founder and First President of the Toronto Carpet Manufacturing Company, Limited, and one of the leading spirits of the Canadian Manufacturers' Association, holds a prominent position.

The son of William Allan Murray, a Scotchman, well known to the silk trade of the Britannic Islands, and who came to Canada in the early fifties and established the well-known dry goods firm of W. A. Murray & Company, of Toronto, he was born at Limerick, Ireland, in 1852, attended St. Michael's College, Toronto, and entered his father's business in his fourteenth year, where he remained for twenty-seven years.

In 1891 he formed the Toronto Carpet Manufacturing Company, capitalized at \$50,000, commencing with three looms and nine hands. The Company has increased in capitalization to \$300,000, and the number of hands to between 350 and 400. Manufacturing the celebrated Maple Leaf Brand of Woolen Ingrain carpets and squares, Smyrna-rugs and whole carpets, Axminster-body and border carpets, mats, rugs, Brussels and Wilton, employing six salesmen, their manufactures are sold to all the principal jobbing and large retail trades through Canada.

The Company also exports to South Africa, New Zealand, Australia, the West Indies and Great Britain. They have an office in the Board of Trade Building, Montreal, and an office in Winnipeg.

Mr. Murray has been Vice-President of the Canadian Manufacturers' Association, and is at present Chairman of the Commercial Intelligence Committee of that body. In 1899 he was instrumental in reorganizing the Association, and making it an important factor in the manufacturing interests of Canada. He is a member of the Executive Council of the Canadian Manufacturers' Association and at the head of the carpet section thereof since 1892. He is Vice-President and Director of the Canadian Export Company, organized to represent Canadian manufactures in all parts of the world, and to promote and supervise



exports, to secure lowest freight rates and insurances, and to aid in the securing of raw material. He is a Director of the Canadian Casualty Company of Toronto, of the Canadian Policyholders' Union of Toronto, of the New Ontario Town Site Syndicate, organized to induce immigration and manufacturing in New Ontario, and President of the Employers' Association of Toronto, organized for the adjustment of questions arising between members and employees, and for the encouragement of the enactment of just laws to that end.

A Roman Catholic, and an influential Conservative, he is a member of the Royal Arcanum and of the Independent Order of Foresters. He is the first and only Honorary-active-life member of the Argonaut Rowing Club, is the founder of the Island Amateur Aquatic Association, a charter member of the Art Museum of Toronto, a member of the Advisory Board of the Central Ontario School of Arts and Design, the Canadian branch of the Society of Chemical Industry, and of the Society of Arts, Manufacture and Commerce, London, England, and of the National Club, Toronto.

Mr. Murray married in 1878, Marie Emelie Caron, of Ste. Eustache, Quebec, who died in 1881, and again in 1884, Nano, daughter of Michael Hayes, County Crown Attorney of the County of Perth, Ontario, who died in 1896. Mr. Murray has a family of six children, Marguerita E., Mona F., Stuart Allan, Hilda A., William Alexander and James Athol.



**ORONHYATEKHA, M. D., S. C. R., I. O. F.
TORONTO**

Among the prominent men of Canada who have been important factors in the social, political and financial progress and life of their country none have taken such a unique position of distinction and been more conspicuous than Oronhyatekha, the head of the great influential, fraternal, benevolent Society, the Independent Order of Foresters. Few leaders of governments, few managers of great railway or industrial corporations of national import have displayed more administrative or executive ability than has been displayed by Oronhyatekha in the upbuilding of that world-wide Order.

An Indian of the Mohawk tribe, which was renowned in war and council in the confederacy of the celebrated Six Nations, he was born August 10th, 1841, on the Indian Reservation near Brantford, Ont., granted to his people for unswerving loyalty. His primary education was received at the Industrial School of the Reservation. Ambitious and animated with a desire for knowledge he became a student at the Wesleyan Academy at Wilbraham, Mass., where many of the hours not required for study were devoted to earning the necessary money for his fees and livelihood. Leaving

Wilbraham, he taught school among his own people on the Reservation, and then studied for three years at Kenyon College, Ohio, and subsequently at University College, Toronto.

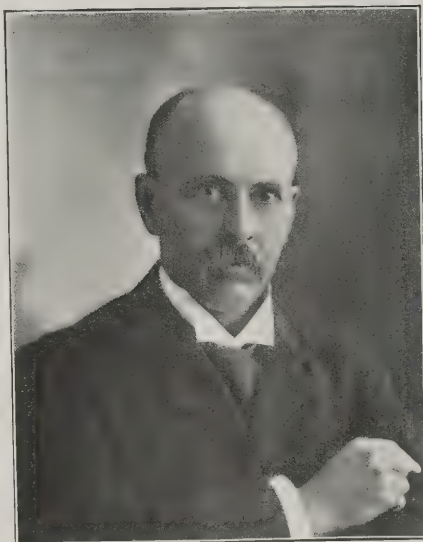
In 1860 the visit of the Prince of Wales to Canada affected materially the life of the brilliant young Indian, who was chosen by the chiefs of his race to present an address to the future King. Impressed by the manifest ability of the young chief, the Prince invited him to continue his studies at Oxford under the tutelage of Sir Henry Ackland, the royal physician, who during his life was a strong personal friend of Oronhyatekha. Upon returning to Canada Oronhyatekha began the practice of medicine at Frankford, Ont., and was elected first secretary of the Hastings County Medical Association. In 1875 he removed to London, Ont., and while there joined the Independent Order of Foresters, and in a comparatively short time became chief executive officer (Supreme Chief Ranger) of the Order at the reorganization which took place in 1881. The rapid growth of the Order, the responsibilities of his position and his devotion to it caused his withdrawal from the active practice of medicine. In 1889 the executive offices of the Order were removed to Toronto, where he has since resided. In 1902, on the occasion of his re-election as Supreme Chief Ranger of the Independent Order of Foresters, he was presented with a solid gold chain of twenty-one links, emblematic of his twenty-one years' service as its chief officer. Devoted as the chief of this far-reaching Order is to its cause, he finds time for fraternal work in other directions, hence is also a member of the Masonic Order of high degree; a Good Templar, in which body he has been Right Worthy Grand Templar, and is a prominent Orangeman.

In 1899 he was elected President of the National Fraternal Congress, composed of all the leading fraternal organizations in the United States. In 1901 he organized the Union Trust Company, at Toronto, of which he is President. A consistent and proud representative of his race, he was elected President of the Grand Council of the Indians of Ontario. One of the world's greatest organizers, Oronhyatekha is also an eloquent speaker and a large-hearted, kind and approachable man.

He married, in 1863, Ellen Hill, a great-granddaughter of the celebrated head chief of the Mohawks, Captain Joseph Brant, and has surviving two children, a son, Ackland Oronhyatekha, M.D., and a daughter, Miss Karakeweh; two promising sons perished in the memorable disaster at London, Ont., on the 24th May, 1881. His wife died in 1901.

THOMAS MILLMAN, M.D., TORONTO

A gentleman who has occupied a distinguished position professionally in the civil service of his country, and now as the Supreme Physician of one of the greatest benevolent and fraternal societies in Canada, the Independent Order of Foresters, Thomas Millman, M.D., of the city of Toronto, is a man of distinctive prominence in Canadian life. Born in the township of East Zorra, in the county of Oxford, in the Province of Ontario, on the fourteenth day of February, 1850, his education began in the primitive log school-house of the early days of the settlement of East Zorra, under the tuition of Thomas Cross. At the age of fifteen he attended Woodstock Grammar School, where he remained for four years. Determining upon the profession of Medicine as his life work he, from 1869 to 1873, was a medical student at Trinity Medical College, Toronto, and graduated in the latter year as Doctor of Medicine. Upon his graduation, he was appointed Assistant Surgeon of the British North America Boundary Commission, which located the 49th parallel of latitude from the Lake of the Woods to the Rocky Mountains, and with which Commission he remained until 1875. Dr. Millman then spent two years 1875-76, in the further study of his profession in the hospitals of London, England, and Edinburgh, Scotland, passing the examinations necessary for a member of the Royal College of Surgeons, England, and for a Licentiate of the Royal College of Physicians and Surgeons, Edinburgh, Scotland. Returning to Canada, the subject of this sketch practised his profession in the town of Woodstock, in the Province of Ontario, until the spring of 1879. From 1879 to 1885 he was Assistant-Physician of the Asylum for the Insane at London, Ontario, and 1885 to 1889, Assistant-Superintendent of the Asylum for the Insane at Kingston, Ontario. Resigning his position at Kingston, he came to the city of Toronto, where he has since resided. Dr. Millman has been Supreme Physician and Secretary of the Medical Board of the Independent Order of Foresters since the year 1881, and still holds



these important positions as an officer of the Order.

An Anglican in religion, and ardently interested in Church work, he has been Church Warden of St. Philip's Church and the Church of the Redeemer in Toronto, and is now Superintendent of the Sunday School of the latter church.

He is a Liberal in politics, and a Past Master of the Masonic Order, Grand Register, A.F. & A. M., Canada. He married in September, 1881, Helen Dick Craig, daughter of Mr. John Craig, of Woodstock, Ontario, and has a family of five children, four daughters and one son, Maude, Mabel, Norman, Mary and Marjorie, who reside with their parents in the city of Toronto. The Doctor has been an enthusiastic botanist and now has a large collection of the Canadian flora.

Through his important and responsible position as Supreme Physician of the Independent Order of Foresters, Dr. Millman is well known throughout the Dominion of Canada, and to the careful management of his department not a little of the wonderful success met with by the Order is due.



H. A. COLLINS, TORONTO

Among the men who have, through their executive and organizing ability and knowledge of finance, contributed to the wonderful success of the great fraternal society known as the Independent Order of Foresters throughout the English-speaking world, Harry Ardagh Collins, of the city of Toronto, Supreme Treasurer of the Order, is a conspicuous figure. Not alone as the Supreme Treasurer of this influential Order is Mr. Collins known throughout the Dominion of Canada, but also as a public-spirited citizen, interested in matters of national import, an eloquent speaker, and a genial man of the social world of his adopted country. Born at Thurles, in the county of Tipperary, Ireland, on the 7th day of May, 1844, he is the son of Abraham Collins and Margaret Collins, his wife. Educated at the public and private schools of Carrick-on-Suir, in the city of Dublin, when he came to Canada and entered upon his successful business career at the age of seventeen, he first entered the service of Messrs. A. R. McMaster & Bro. as a clerk in their wholesale business in the city of Toronto,

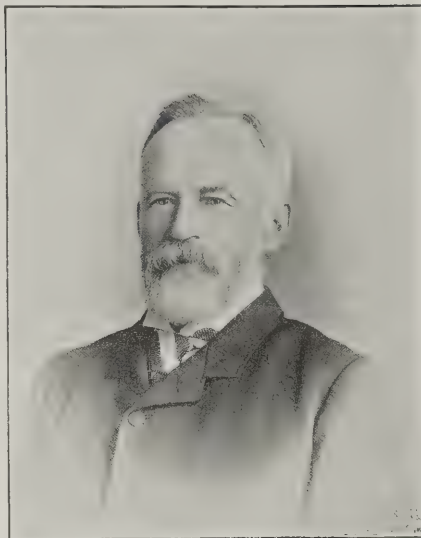
with whom he remained for nine years. He then entered the employ of W. H. Sparrow, in connection with whose business in Toronto he continued for eight years. After severing his connection with Mr. W. H. Sparrow's commercial house, he entered into general commercial business on his own accord, which he successfully continued for ten years. While carrying on his business he was elected Supreme Treasurer of the Independent Order of Foresters. The importance of this office, and the rapid growth of the Order, necessitated the devotion of his whole working time to the service of the Order in which he had accepted such a responsible position, and to that devotion and the masterly executive ability of the Chief Ranger, Oronhyatekha, and his fellow-officers, much of the phenomenal prosperity of the Independent Order of Foresters is due. Mr. Collins is also Past Grand Master of the Canadian Order of Oddfellows; a prominent member of the Masonic Order, at present being Worshipful Master of Doric Lodge 316, A.F. & A.M.; a Past D.D.G.M. of the Toronto District A.F. & A.M.; Illustrious Potentate of the Shrine, Past High Chief Ranger of the High Court of Ontario, I.O.F.; Supreme Treasurer of the I.O.F.; a member of the A.O.U.W., of the Royal Arcanum, and of the Independent Order of Oddfellows.

Mr. Collins is a Liberal-Conservative in politics, and a public speaker of note, whose brilliant speeches are redolent with wit and humor. He is a member of the Church of England, and married, June 1st, 1871, Maria Adelaide, daughter of Robert Fraser, of Toronto township, and has a family of three children: Eva Adelaide, Maria Pauline and Harry Fraser. Public-spirited and active and prominent in social and public life, gifted with genial qualities and eloquent speech, as well as a prominent officer of the great Independent Order of Foresters, Mr. Collins is a man of distinct prominence in the life of the Dominion of Canada.

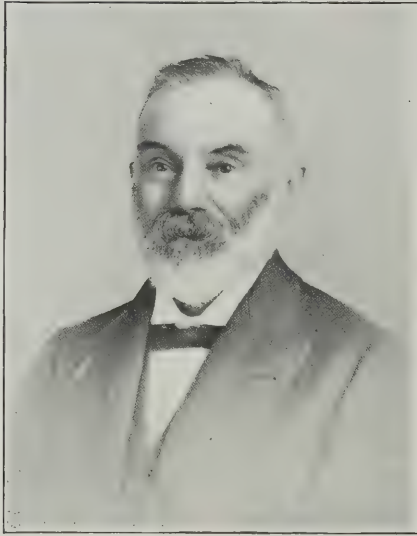
HENRY ABELL, TORONTO

One of the chief and most historic industries of Canada, the American-Abell Engine and Thresher Company, Limited, of Toronto, has for its Assistant Manager, Mr. Henry Abell. With the business Mr. Abell has been identified for nearly fifty years and has seen it grow to enormous proportions. The American-Abell Engine and Thresher Company, Limited, is incorporated with a capital of one million dollars and its output is sold in various Provinces of Canada. So steadily has it grown that its works had to be enlarged in 1902 and it employs an increasing number of mechanics. The Company manufactures the well-known "Cock o' the North" threshing machinery. Known throughout Canada are the American-Abell Portable and Traction Engines, "Toronto Advance" and "Cock o' the North" Separators, Abell Improved "Victor" Clover Hullers, Level Tread Power Threshing outfits, Dederick Hay Press, Stationary Engines and Sawmill and Roller Mill machinery. Its headquarters are at Toronto, but it maintains branch offices and warehouses at Winnipeg and Regina, N.W.T., and its machines are prominent factors in the great wheat fields of the Canadian West.

The subject of this sketch was born June 4th, 1841, at Cheltenham, England. Coming to Canada in 1856, he joined his brother John in the manufacture of agricultural implements at Woodbridge, Ontario, where the latter had established the business in 1845. At first he made ploughs and wagons, then reapers and mowers. In 1847, John Abell built one of the first Separators made in Canada. It was then operated by horse-power and in 1863 and 1864 he manufactured the first portable threshing engine built on this continent and in 1864 was the first to operate threshing machines by steam power, having first to execute a bond against loss by fire, to secure the farmers, before being permitted to thresh by steam engines. In 1874 the first Abell threshing outfits were shipped to Manitoba, having to be transported by wagon and boat from St. Paul, Minnesota, into the Manitoba territory. In 1874 the plant was destroyed by fire and rebuilt in the same year and in 1886 the plant was removed to Toronto, where an immense factory was erected. In 1894 the firm was incorporated under the name of the John Abell Engine and Machine Works Company, Limit-



ed, and capitalized at \$500,000, employing 150 to 175 mechanics. Owing to the great demand for the "Cock o' the North" and "Toronto Advance" threshing outfits, the Company was reorganized on May 15th, 1902, as the American-Abell Engine and Thresher Company, Limited, with a paid up capital of one million dollars. The officers of the Company are as follows: President, A. W. Wright; Vice-President, F. E. Kenaston; Secretary-Treasurer, W. H. Mason; Assistant Manager, Henry Abell. The latter who, as has been said, had been identified with the Company since 1856, had become Assistant General Manager in 1894. For several years previously he had charge of the Manitoba and Northwest trade and established the vogue of the Abell threshing outfits as early as 1874. For their superb machines the Abell Engines have been awarded thirteen gold medals at various expositions and twenty-six silver medals. Their vast trade is not confined to Canada. They have sent an engine for use in Asia Minor and the "Victor" Clover Huller to Great Britain. The accumulated experience of more than half a century in the manufacture of threshing machines has taught the Company to produce the highest grade and their machines have pushed their way and held their position against all by sheer merit. By experts they are recognized as unrivalled in simplicity, durability, high-class workmanship and grain-saving qualities.



NEWMAN LEOPOLD STEINER, TORONTO

A fine type of naturalized Canadian is Mr. Newman Leopold Steiner, one of the best-known and most public-spirited citizens of Toronto. As has been intimated, the subject of our sketch is not native to Canada, but was born in Bohemia, Austria, on December 10th, 1829. He is therefore by birth a Czech, a race brilliant in all the fine arts and in warfare as well. He was educated in the famous city of Vienna, the capital of Austria-Hungary. He was one of the many students and other patriots who in that year of revolutions, 1848, fought for civil liberty. He was one of the army of Hungarian revolutionists whose story was so eloquently told by the great patriot and temporary director, Kossuth. The failure of the rebellion through Russian intervention called up a wide and deep feeling of indignation in all English-speaking countries. The Anglo-Saxon peoples—the English more especially—sympathized with the cause of the Hungarians and rejoiced in the victories which, while they had a fair field, the brave insurgents won. After Russia had intervened to crush the soldiers of liberty, the more energetic of them sought homes elsewhere as exiles from

the land which they had fought. Among these was the subject of our sketch. He had seen eight months' active service and received in all four slight wounds at different times, three of them being slight flesh wounds. His most severe experience was at the battle of Raab. When the Hungarian cause was rendered hopeless, young Steiner struck out for America, arriving in New York in the latter part of 1848, where he completed his business education. After about three years in the United States, he came to the young city of Toronto, then commencing to establish itself as the most important city on Lake Ontario. He engaged in the marble trade and soon built up a thriving business and won for himself general popularity. In commercial life he continued for over 30 years, retiring at last in 1886 to enjoy a ripe old age.

From the outset Mr. Steiner took a deep interest in municipal politics and has received civic honors at the hands of the people. He sat in the Toronto City Council as Alderman for St. James' Ward for several years and then retired. Later, in 1897, the electoral representation having been in the meantime reconstructed, he re-entered public life and was elected for Ward 3, when after a year or two of service he again retired. Mr. Steiner has also been eminent in benevolent and fraternal organizations. He is a Right Worshipful member of the Grand Lodge of A.F. & A.M. of Canada and is a Past Master of St. John's Lodge, No. 75, of that Order.

He has been President of the German Benevolent Society for over twenty-five years, and 25 years ago he was appointed a Justice of the Peace.

In recent years Mr. Steiner was signally recognized by the Government by his appointment as Honorary Commissioner to the great Pan-American Exposition at Buffalo, a post of honor for which he was eminently fitted by his complete knowledge of several languages, his cosmopolitan experience and popular elements of character.

He is a Unitarian in religion and was married in New York in 1876 to Miss Bertha Stemberger of that city, by whom he has two daughters and three sons.

HENRY MILL PELLATT, TORONTO

Henry Mill Pellatt was born in Toronto, Ontario, in the year 1860, and was educated at Upper Canada College.

Of a very active, energetic temperament he entered into business at an early age, and joined the staff of the Broker's firm of "Pellatt & Osler" when he was fifteen years old. Mr. Henry Pellatt, his father, was the senior member of the firm, his partner being Mr. E. B. Osler, M.P. for West Toronto, the well-known Canadian capitalist.

When the firm of "Pellatt & Osler" dissolved a few years later, young Mr. Pellatt was taken into partnership by his father under the firm name of "Pellatt & Pellatt," which is the name of the firm in which he now operates, having been associated since the year 1891, when his father retired from business, with Mr. Norman Macrae his present partner.

Col. Pellatt is known as one of the foremost financiers in Canada, a position which he has earned by his untiring industry, his intellectual vigor, and natural financial acumen.

The Colonel, although only forty-two years of age, is associated with some of the largest Canadian undertakings; he is Vice-President of the Crow's Nest Pass Coal Company and one of its largest shareholders, President of the Toronto Electric Light Company, President of the Toronto & Niagara Power Co., Vice-President of the Manufacturers Life Insurance Co., Director of the Toronto Railway Co., the Richelieu & Ontario Navigation Co., the British America Assurance Co., and a number of other prominent institutions.

While conspicuous in financial circles, he occupies a prominent position as a public-spirited citizen; he has a seat on the Board of Trustees of Trinity University, and is a large benefactor of that Institution, and of Grace Hospital and many other educational and



charitable institutions. In 1901, he entirely at his own expense, built and equipped for Grace Hospital a new wing containing an operating room with all modern appliances.

In the year 1901, Colonel Pellatt received the command of the Queen's Own Rifles, the largest volunteer corps in the Dominion, with which regiment he has been associated from his youth; he was chosen as Major on the Queen's Jubilee Contingent to England in 1897, and received the command of the Canadian Contingent on the occasion of the Coronation of King Edward, and took with him then, at his own expense, the Queen's Own Bugle Band as a unique and attractive feature in the English pageant.

Through his efforts the Queen's Own Rifles has been enlarged and will be divided into two Regiments, Nos. 1 and 2, which will give it pre-eminence in the Militia of Canada.

Colonel Pellatt, in the year 1887, married Mary, only daughter of John Dobson, Bewcastle, Cumberland, England, and has one son, Reginald.



EMILIUS JARVIS, TORONTO

Edward Emilius Jarvis, Banker and Broker, Toronto, was born on Yonge Street, in the county of York, April 25, 1860. He is connected with the well-known Jarvis family who for many years have been prominent in Canadian history. His great-grandfather, William Jarvis, was the first Provincial Secretary of Upper Canada and the first Grand Master of Masons in the same Province. He distinguished himself as Captain in the Queen's Rangers during the Revolutionary War. His grandfather, Colonel Samuel Peter Jarvis, after whom Jarvis Street, Toronto, is named, served with distinction during the war of 1812-14.

Mr. Jarvis was educated at Upper Canada College and gained his first business experience in the Bank of Hamilton at Hamilton. After several years connected with that bank and several other monetary institutions in Hamilton and Toronto he established the banking and broking firm of Emilius Jarvis & Co., King Street West, Toronto, in 1892. As head of that firm, Mr. Jarvis has become well known in the financial world throughout Canada, Great Britain and the United States.

Among the many large enterprises in which he has been connected in a financial way dur-

ing the past few years may be mentioned—The Hamilton, Grimsby and Beamsville Electric Railway Co.; the Hamilton Iron & Steel Co.; the Toronto Hotel Co.; the Niagara, St. Catharines and Toronto Railway Co.; the Denver and South Western Railway Co.; the British Columbia Packers' Association; the Trenton Electric and Water Power Co.; the Sand and Dredging Co., Limited; the Toronto Safe Deposit and Agency Company.

Mr. Jarvis has achieved not only a well-merited reputation as one of Canada's leading financial men, but has acquired popular renown as the best known yachting authority and most successful yachtsman on the Great Lakes. For more than twenty years he has been devoted to this sport and his present enviable position has been won as the result of his careful and arduous apprenticeship. He holds certificates of the British Board of Trade, having passed the examination for Master Mariner. He has been elected Commodore of the Royal Canadian Yacht Club for several years—the highest official position in the Canadian yachting world. The Club is one of the strongest institutions in Canada. It is the second oldest and second largest in America, having the distinction, by permission of the Admiralty, of flying the blue ensign with the Crown.

As a yacht skipper and skilful helmsman he is best known through Canada, Great Britain and the United States, where his splendid work on board the *Canada* which won the first international race for the Canada's cup, *Beaver* and *Invader* have secured a permanent reputation for him.

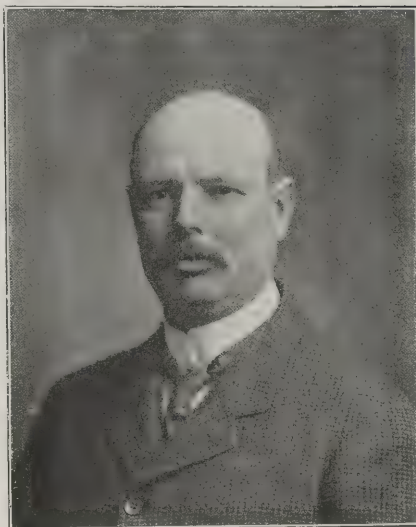
In 1896 he was chosen with Mr. MacDonough, of the New York Yacht Club, by the North American Yacht Racing Association, to represent them at a conference, to be held in London in the winter of 1897, with the Yacht Racing Association of Great Britain. The success of this mission reflected the greatest credit on Mr. Jarvis and his associate.

Mr. Jarvis was married at Hamilton, in 1886, to Miss Augusta Irving, daughter of Emilius Irving, K.C., Treasurer of the Law Society of Upper Canada, and they have five children—Mary Powell Jarvis, Bertha Margaret Jarvis, William Dummer Powell Jarvis, Emilius Irving Jarvis and Augusta Louise Jarvis. In religion Mr. Jarvis belongs to the Church of England, and is a pewholder in St. James Cathedral.

Mr. Jarvis has not identified himself with either political party nor taken any active interest in politics. He belongs to the Masonic Order but is not connected with any lodge.

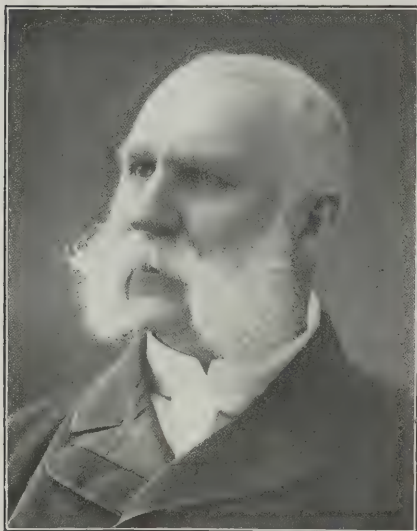
THOMAS P. COFFEE, TORONTO

As Managing Director of one of the most influential corporations in the Dominion of Canada, the Trusts and Guarantee Company, Limited, of Toronto, and Vice-President of another financial institution also of widespread interests and importance throughout the business world of Canada, the Dominion Permanent Loan Company, Thomas Patrick Coffee, of the city of Toronto, is a leading figure in the commercial progress and development of his native country. The son of Dennis Coffee, a native of Ireland who came to Canada in 1846 and for years owned and operated a stone quarry at Guelph, Ontario, and Catherine Hodgins, his wife, also of Irish descent, he was born in the city of Guelph on the seventeenth day of March, 1860. Educated at the parochial and high schools of Guelph until the age of seventeen, he began the study of law in the office of Col. A. H. Macdonald, K.C., of Guelph, in 1877, and was called to the Bar of Ontario at Osgoode Hall and enrolled as a solicitor in 1882. The subject of this sketch successfully practised his profession at Guelph until 1897, and was head of the firm of Coffee, Field & Wessler and later of Coffee & Buckingham. In 1897 he removed to Toronto, accepting the important and responsible position of Managing Director of the Trusts and Guarantee Company, Limited, of which he was one of the most active organizers and one of the provisional Directors after its organization. This influential company was capitalized at \$2,000,000 with a paid up capital of \$600,000. Mr. Coffee's ability as a financier is recognized throughout Canada, and he is also a Vice-President of the Dominion Permanent Loan Company, Toronto, which is capitalized at \$1,200,000 with over \$3,000,000 of assets, and with which he has been closely identified since 1893. A Liberal-Conservative



in politics, he was an Alderman of the city of Guelph for ten years and Secretary of the Liberal Conservative Association of the south riding of the county of Wellington for several years.

A Roman Catholic in religion, he is a member of the Catholic Mutual Benefit Association and was one of the Grand Officers and Chairman of the Committee on Laws for the Grand Body for ten years. Interested in athletics and in the social life of Toronto, Mr. Coffee is a member of the Granite Curling Club, the Toronto Lacrosse Club and the Toronto Yacht Club. In 1902, he married Madeline, daughter of the late Bernard Hughes, a well-known dry goods merchant of Toronto. Through his position as Managing Director of the Trusts and Guarantee Company of Toronto, Mr. Coffee is distinctly a great factor in the local financial world. Few corporations exceed in importance and reliability the Trusts Guarantee Company, Limited, and the Dominion Permanent Loan Company, in the commercial and financial progress of Canada.



HERMAN HENRY COOK, TORONTO

There is probably no man in the ranks of either of the great political parties of Canada, who is recognized as a more forceful, independent figure than Herman Henry Cook, and there are few men in Canada who are more conspicuous for their energy and ability in the lumber industry.

The youngest son of the late Captain George Cook, of the county of Dundas, Ontario, who served with distinction during the American War of 1812-15 and Sarah Castleman his wife, who was of United Empire Loyalist descent, he was born in Williamsburg, in the county of Dundas, on the 26th of April, 1837. Educated at the local school and the Iroquois Grammar School, he made his entrance into the lumber business in 1858. Ambitious, keen and far-seeing, he early perceived the opportunities for the lumberman in the north-western portion of Ontario, and as his financial resources increased and his experience in the lumber business became more comprehensive, he secured extensive tracts of timber in the Georgian Bay region and erected at Midland city what at that time was the largest sawmill ever constructed within the Dominion. Afterwards Mr. Cook became President of one of the

largest lumbering companies in America, the Ontario Lumber Company, and as such and by individual enterprise has displayed qualities which place him among the leaders of that industry.

In 1880 he was one of the syndicate with Sir W. P. Howland that offered to build the Canadian Pacific Railway on terms believed by many to be advantageous to the country. Sturdily independent in character, he was a Liberal in politics and as such represented the constituency of North Simcoe in the House of Commons from 1892 to 1898. Taking a deep interest in political affairs and questions of national moment affecting the progress of the country, he was chosen by the electors of North Simcoe to represent them in the Ontario Local Legislature from 1879 to 1882 when he resigned and was returned for the House of Commons for East Simcoe, which he continued to represent despite the strongest opposition that the Conservative party marshalled throughout the riding by the late distinguished and eloquent D'Alton McCarthy could muster against him until 1891. Few constituencies in Canada have witnessed more keenly contested elections and none have been more the chosen arena wherein the great men of Canada have met in support or in opposition to the return of Mr. Cook as a representative of the riding. After years of service, at great personal loss in the cause of Liberalism in Canada, Mr. Cook disagreed with the methods and means employed not only in the internal organization of the Liberal party but also with the line of policy pursued in Parliament by the leaders of that party. In a vigorous pamphlet he arraigned his old leaders for what he contended was their betrayal of the principles of Liberalism and a weak pandering for temporary popularity, stating that it is not the part of true men to falter and hesitate for fear of consequences; their part is to do the right, never doubting that the consequences of right action must be good.

Residing in Toronto, he is a Methodist in religion, and was married in 1861 to Lydia, daughter of James White.

Of his two children, one is the wife of Frank E. Macdonald, son of the late Senator Macdonald, and one the wife of Lieutenant-Colonel Norreys (Surgeon) A. Worrington, of Sherbrooke, Quebec, who commanded the Medical Corps of the Canadian Contingent in the recent South African war.

HENRY O'HARA, TORONTO

One distinguished as a shrewd and enterprising business man and financier, who in the commercial life of the city and Province in which he lives has been an important factor, is Henry O'Hara, of Toronto. The son of Robert O'Hara, who fought under Wellington through the Peninsular war and also took part in the culminating battle at Waterloo, he was born in the town of Newry, in the county Down, Ireland, on the 20th April, 1833. His parents having come to Canada and settled in what is now the town of Bowmanville, Ontario, in 1844, he was educated at the village and private schools of the neighborhood. Before he was twenty-one years of age he with his brother entered into a general mercantile business in Bowmanville under the firm name of R. & H. O'Hara, conducting at the same time a general insurance and money loaning business, and thereby at an early age he received a knowledge of the detail of what afterwards he made his lifework. Always a man of enterprise and business acumen he organized the Dominion Organ and Piano Company, of Bowmanville and became its first President. Interested in educational matters and public affairs, he was for eighteen years a member of the School Board and for some years a member of the Municipal Council of Bowmanville. After the death of his brother, who was also his business partner, he accepted the position of Manager of the Sun Life Assurance Company for Northwestern Ontario, with headquarters in the city of Toronto. Recognizing the field open to Life Insurance in Canada, he organized the Temperance and General Life Insurance Company of Toronto, the stock of which sold at a high figure and was later merged into the Manufacturers Life, and was its Managing Director for years. Resigning the position he, in connection with his son H. R. O'Hara, Esq., established the present business of H. O'Hara & Company, Bankers, Brokers and Insurance Agents, doing business at No. 30 Toronto Street, Toronto. In 1896 another son, W. J. O'Hara, Esq., was admitted as partner. Mr. O'Hara is Vice-President of the Colonial Loan & Investment Company, the second largest company of the kind in the Dominion.

An ardent Congregationalist, he is a Deacon of the Northern Congregational Church in Toronto, and ex-President of the Toronto



District Association, and usually a delegate to the Congregational Union of Ontario and Quebec where he has taken a leading part in proceedings tending to the welfare of the denomination with which he is so prominently identified. An ex-President of the Irish Protestant Benevolent Society, a member of the Board of Directors of the Home for Incurables, a Trustee of the House of Industry, a member of the Board of the Young Men's Christian Association, and other benevolent societies, he has been and is a potent factor in the benevolent and charitable part of Toronto life. Although a philanthropist of note in all matters affecting the welfare of his fellow-men, it is in the field of active temperance work that he has been particularly prominent. He has been a member of the old Order of the Sons of Temperance for nearly fifty years and in 1881 was elected Grand Worthy Patriarch of that Order for the Province of Ontario, and is a Trustee for the National Division of the Sons of Temperance of North America, and Deputy Most Worthy Patriarch for Ontario.

Mr. O'Hara was married on the 1st of March, 1859, first to Janet Mair, daughter of John Mair, and secondly, on the 7th of May, 1889, to a daughter of Seymour Bennett, of Buffalo. By his first marriage there are three children, Henry Robert and William James, who are associated with him in business, and Edith; and by his second marriage three, Lillian B., Seymour B., and Marion Isabel.



WILFRID SERVINGTON DINNICK, TORONTO

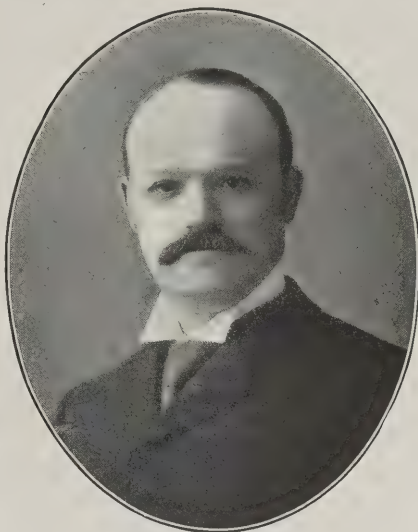
One of the noticeable features of the era of prosperity that has come to the Dominion of Canada during the last twenty years is the number of men of comparatively youthful years who have taken positions of prominence in the industrial and financial progress that everywhere marks the commercial life of the Dominion. Half a century ago, much less seldom in the United States and in Canada did men below middle age become factors of any degree of importance in the national life of either. But in this age of progress, rapid development and strenuous endeavor, the young man has become a force in the body politic and the markets of finance and commerce. Among the young men of note on account of their prominence in affairs and official position in connection with corporations of standing and repute is Wilfrid Servington Dinnick, of the city of Toronto, in the Province of Ontario, a Director of the Canadian Casualty Co., and Manager of the Standard Loan Co. Born at Guilford, England, in the year 1876, he was educated by private tuition at Elmfield College, in Yorkshire, England. His parents were of the landed gentry, both his paternal and maternal grandparents being extensive land-owners.

Coming to Canada he, even at an age surprisingly young even in this land of early success, has taken a position uniquely prominent in financial affairs in the commercial capital of Canada's most populous Province. Energetic, determined, of good executive ability, a good organizer and a clear-headed judge of men, Mr. Dinnick, at the age of twenty-six, is one of the youngest financiers of any prominence in Canada, and has obtained a standing in the financial life of the city of Toronto usually occupied by men of mature years. Mr. Dinnick is unmarried, and practically his whole time is absorbed in business with the hopefulness of youth and the shrewd perspicuity of the successful financier, for he is a strong believer in the future greatness of Canada and its present opportunities for investment and industrial enterprise. The first position of consequence in which he was engaged was as Inspector of the Canadian Birkbeck Investment Security and Savings Co., of Toronto. Devoted as Mr. Dinnick is to business, and multifarious and onerous as are his duties in connection therewith, he is an active member of both the Albany and National Clubs, of Toronto, and a member of St. Andrew's Lodge, A.F. & A.M., No. 16, G.R.C., Toronto.

A Methodist in religion, he is a young man interested in the social advancement of Toronto, and a generous contributor to the cause of charity and benevolence. Non-aggressive in his political opinions he is a moderate Liberal-Conservative, and a firm believer in the policy that tends to the exploitation of the great natural resources of mine and forest, plain and river, so bountifully provided throughout the great Dominion. In the responsible position which he occupies as the Manager of the Standard Loan Company, Mr. Dinnick has had an opportunity in the success obtained by him in connection with that corporation, to demonstrate the possibilities that lie before a young man energetic, industrious and clear-headed, and his success has shown that one of the necessities for an important and responsible office is not necessarily age and years of methodical preparation and oftentimes painful delay before arriving at a position commensurate with ability.

SAMUEL JOHN MOORE, TORONTO

Distinctively Canadian as the city of Toronto is believed to be, not only in the physical characteristics of its tree-shaded streets and its home-like residences, but in the enterprise and spirit of its people, still Torontonians who are proud of the beauty of their city and the progressive broadness of their people are apt to forget that much of that beauty and considerable of the business ability that has to some extent brought about that beauty and facilities of comfort they enjoy, is due not entirely to native-born Canadians and the spirit of American progressiveness, but to some extent to those from what we are still fond of calling "the old country." Among the men who have been born in the motherland, and is withal prominent in the business and social life of the city of Toronto, is Samuel John Moore, who has made his impress on the life of his adopted home to an extent attained by few. The son of Isaac Moore, of Northamptonshire, England, and Louisa Moore, his wife, he was born at Doddington, Northamptonshire, England, on the 3rd of August, 1859. Educated in his native county and by private tuition, he came to Canada and cast in his lot with the Dominion. He spent five years in the office of the *Barrie Gazette* and first engaged in business as a partner in the firm of Bengough, Moore & Company, printers and publishers, in the city of Toronto, in the year 1879, where he determined to carry on his life work. Encountering the usual difficulties of a young man at the outset of his business career, he by steady perseverance, indomitable pluck and commercial ability, surmounted them, and at the present time, at the age of 44, occupies a financial and commercial position of importance in the city of Toronto in connection with corporations and enterprises of the highest standing that are ample evidence of his shrewd foresight and commercial acumen. The subject of this sketch is at the present time President of the Wm. A. Rogers, Limited, of Toronto, and General Manager of the Carter-Crume Company, Limited, of Toronto, both of which companies are the outgrowth of enterprises established by Mr. Moore. He is also Pres-



ident of the City Dairy Co., Limited, of Toronto; President of the Kidder Press Company, of Boston, Massachusetts, in the United States; President of the Brilliant Manufacturing Company, of Philadelphia, Pennsylvania, U.S.A.; a Director of the Imperial Life Assurance Company, of Toronto; a Director of the Metropolitan Bank and several industrial companies. These important companies, of which Mr. Moore is an integral figure, important as they are and multitudinous as the duties of the subject of this sketch must be in connection with the management thereof, do not prevent him from taking an ardent and earnest interest in religious and benevolent work throughout the city, not only as an active member of the Baptist Church, but as a member of the Young Men's Christian Association of Toronto, of which he has been chairman of the West End branch for 15 years, and as one of the three Trustees of Massey Music Hall Trust.

Married at the town of Barrie, in the Province of Ontario, on the 5th of August, 1878, to Matilda Anne, daughter of Alexander Lang, Esq., of Barrie, he has four children: Samuel J., Matilda Caroline, Violet Ruth and Muriel Miriam, who reside with their parents in Toronto.



JOHN BELLAMY MILLER, TORONTO

Of the men prominent in the industrial life of Canada, no young man probably occupies a more important position in the development of the timber and iron resources of the Province of Ontario than John Bellamy Miller, President of the Parry Sound Lumber Company, Limited, and joint owner of the great Polson Iron Works in the city of Toronto. Born at the village of Athens, in the county of Leeds, in the Province of Ontario, on July 26th, 1862, the son of John Clausin Miller, Superintendent of Woods and Forests in the Crown Lands Department of the Government of the Province of Ontario from 1869 to 1871, and subsequently a lumber merchant and mill owner, member of the Provincial Legislature of Ontario for the District of Muskoka from 1878 to 1883, he is a descendant of one of the oldest Ontario families, his father's and mother's people both having been United Empire Loyalists. His great-grandfather, who served in the British army in the American Revolutionary War, under Major-General Burgoyne, was taken prisoner at the battle of Stillwater, and at the close of the war came to Canada and settled in the

county of Leeds, in the Province of Ontario, where his son, the grandfather of the subject of this sketch, was born in 1796, and his father in 1836. His mother, Adelaide Augusta Miller, was the only daughter of Dr. Asher Chamberlain. Educated at the Model School and Upper Canada College, in the city of Toronto, he entered the service of his father in the lumber business, and was early given an opportunity of thoroughly understanding the details and management of a large business concern which in after years he turned to good account when he assumed control of a business which has increased and extended beyond the dimensions managed by his father. Upon the death of his father in 1884 he succeeded him as President of the Parry Sound Lumber Co., Limited, which does a business believed to be one of the largest in Canada, and of which he is the sole owner. As joint owner, also, of the Polson Iron Works, one of the most important iron industries in the Dominion, he is a considerable factor in the material welfare of the city of Toronto, and the Province of Ontario, and to him much is due for the enterprise which is going towards making Toronto a manufacturing centre of importance. Great and multifarious as the duties attendant upon the control of the large manufacturing interests of Mr. Miller are, he still takes an active interest in affairs military and social, and was until recently a Captain of the Queen's Own Rifles, and a member of the National, the Granite, the Ontario Jockey and the Royal Canadian Yacht Clubs. A member of the Toronto Board of Trade, what with his business interests and enterprising mind, he is a strong figure in the commercial life of Toronto.

A Baptist in religion, he married, first, on the 3rd of October, 1883, Hannah P. Hunter, daughter of Robert Hunter, Esq., of Hunter, Rose & Co., Toronto; and secondly, Jessie Thomson, daughter of John Thomson, Esq., of the Longford Lumber Co. His son, Harry H. Miller, was born August 16th, 1886, and is receiving his education in Toronto at the Upper Canada College.

EDWARD FISHER, MUS. DOC., TORONTO

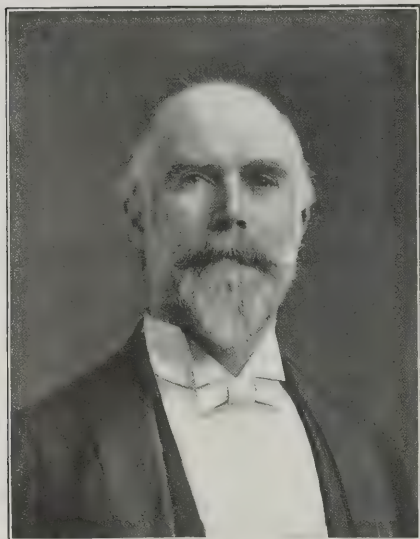
In the history of music in Canada there has been probably no more important event than the incorporation, November 20th, 1886, of the Toronto Conservatory of Music, which was opened to the public in September, 1887. Dr. Edward Fisher, one of the founders of the Conservatory, and a distinguished musician, was appointed Musical Director of the pioneer institution of its kind in Canada. Much of the unprecedented success of the Conservatory has been due to his executive as well as his professional ability. Soon after the inception of the undertaking sufficient capital was subscribed by music-loving and public-spirited citizens of Toronto to insure a most propitious starting of the institution, and this capital has been supplemented by additional subscriptions sufficient to meet all requirements. The objects of the Conservatory, of chief public interest, as stated in its charter, are to "furnish instruction in all branches of the art and science of music, and to furnish instruction in such other subjects as may be considered necessary for the fullest development of the students' mental and physical faculties preparatory to their pursuing music as a profession."

The subject of this sketch, Dr. Fisher, was born on January 11th, 1848, in Jamaica, Vermont, U.S.A. Displaying early in life a strong love for music, he determined to make it his life profession, and obtained in its various branches a thorough training under the best masters in Boston, U.S.A., and in Berlin, Germany. Returning from Germany in 1875, he came to Canada as Musical Director of Ottawa Ladies' College, and in 1879 removed to Toronto. Dr. Fisher was organist of St. Andrew's Church, Toronto, for twenty years, and conductor of the Toronto Choral Society for twelve years. Enthusiastic in the cause of his art and recognizing the need of such an institution, he founded the present Conservatory of Music. The rapid growth of the institution



soon absorbed his time and energy to such an extent that the history of his life is wrapped in that of the Conservatory. The yearly attendance of students is upwards of 1,300 and constantly increasing. The Conservatory has instituted local examinations in music in over fifty cities and towns in Ontario and Manitoba, and its students are from all parts of Canada and the United States. A large percentage of the teachers of music throughout Canada have been trained at the Toronto Conservatory of Music, which has thus exercised incalculable influence in elevating the standard of musical education and taste throughout Canada. The faculty consists of eminent Canadian musicians besides others of distinction from England, Germany, France, Italy, the United States and other countries. The large Conservatory buildings are beautifully situated, in close proximity to Toronto University and the Parliament Buildings, and are equal in equipment to the best institutions of the kind in Europe and America.

Dr. Fisher was married in 1876 to Miss Florence E. Durgan, of Boston, Mass.



HON. JAMES KIRKPATRICK KERR, K.C.
TORONTO

Although the latest appointment as a member of the Canadian Senate, James Kirkpatrick Kerr has long been recognized as a leader at the bar, a public man of influence and force, and a prominent figure in the political, social and fraternal life of Canada. The eldest son of the late Robert Warren Kerr, for some years City Chamberlain of the city of Hamilton, and Jane Hamilton his wife, daughter of James Kirkpatrick, Treasurer of the county of Wentworth, he was born near the present city of Guelph, in the Province of Ontario, on the 1st of August, 1841. Educated at Dr. Tassie's Grammar School, first at Hamilton and later at Guelph, he entered upon the study of law and was called to the bar of Upper Canada at Osgoode Hall in 1862. The subject of this sketch first practised his profession in Toronto in partnership with Edward and Samuel H. Blake, the distinguished Canadian lawyers, which continued for a number of years, but since 1884 he has been the head of the important Toronto legal firm of Kerr, Davidson,

Paterson & Grant. Mr. Kerr early in his professional career obtained an honorable position at the bar of his native Province, which succeeding years made distinguished. He has frequently conducted important cases involving constitutional questions of moment before the Judicial Committee of the Privy Council of Great Britain. In 1879 he was elected a Benchler of the Law Society of Upper Canada. He was created Queen's Counsel in 1876 by the Lieut.-Governor of Ontario and in 1881 by the Governor-General, and is also an eminent member of the Masonic Order and has always been enthusiastically devoted to its objects. He was Grand Master of the Grand Lodge of Canada from 1875 to 1877, and has held other responsible and high positions in the Order and is a Past Provincial Prior of the Sovereign Great Priory of Knights Templar in Canada, a Sovereign Grand Inspector-General of the Supreme Council 33 of Canada, and of the Supreme Council 33 of England. The distinguished Order of the Grand Cross of the Temple was conferred upon him in 1882 by the Prince of Wales, now the King of Great Britain and Ireland, Grand Master of Knights Templar.

An earnest Liberal, he unsuccessfully contested Centre Toronto for the House of Commons in 1891, and since 1892 he has been President of the Ontario Liberal Association.

A member of the Church of England, he has taken an active interest in the progress and work of the Church in Canada, has been a delegate to the Diocesan and Provincial Synods for years and has been a member of some of its most important committees.

In 1864 he married Anne Margaret, youngest daughter of the late Honorable W. H. Blake, Chancellor of Upper Canada, who died in 1882, and again, Cecil Stanley Pinborne, niece of the Right Honorable A. Staveley Hill, P.C., K.C., M.P., in 1883.

Honorable Mr. Kerr resides at "Rathnelly," Toronto.

GEORGE DICKSON, TORONTO

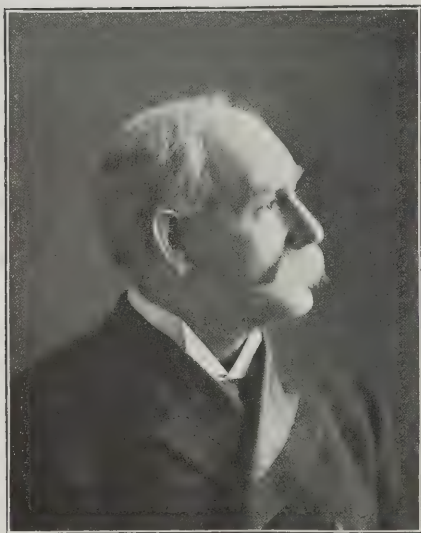


AMONG the prominent educationists who have made their mark on the life of Canada there are few to whom a greater number of Canadians can look upon with more sincere respect and gratitude for early training than George Dickson, M.A., Principal of Hamilton Collegiate Institute from 1873 to 1885 and Principal of Upper Canada College from 1885 to 1894. Mr. Dickson was born of Scotch parentage, in the township of Markham, county of York, Ontario, in the year 1846 and was educated at Richmond Hill Grammar School, Markham Grammar School, Whitby Grammar School and at Toronto University. Determining upon the profession which he has so successfully followed in his lifework, he became Assistant Master of the Chatham Grammar School in 1868. In 1870 he accepted a position on the staff of Woodstock College. Mr. Dickson's ability as a teacher was now recognized and in 1872 he became Assistant Master of the Hamilton Collegiate Institute and was Headmaster from 1873 to 1885. It was remarked by authorities on educational matters in Ontario the remarkable success obtained at the Universities by the pupils of Mr. Dickson. In 1885, without in any way seeking the appointment, he was offered the Principalship of Upper Canada College by the Minister of Education. In 1885 the total enrolment of Upper Canada College was 296; in 1886 it was 344 (the highest in the history of the College up to that time); in 1887 it was 369; in 1888 it was 415; in 1889 it was 409; in 1890, 369; in 1891, 325; in 1892, 326; in 1893, 304. In 1894 the College passed under the control of a new Board when there was an entire change in the management of the College and Mr. Dickson's

connection with it ceased. That the College was efficiently managed is attested by the annual reports of the High School Inspector, the large attendance of pupils, the largest that it ever had; the uniform success of its pupils at all competitive examinations and the financial statements of the Bursars, which were printed annually by order of the Legislative Assembly.

In 1896 Mr. Dickson organized St. Margaret's College for girls in Toronto and continues to direct its work. He is assisted by Mrs. Dickson, who is the Lady Principal and has immediate charge of the girls in residence. The distinctive feature of the school is that it employs teachers of the same academic and professional standing as the large collegiate institutions of the Province. The staff consists of forty-eight teachers. There are fifteen teachers in the Academic department, twenty-one in the Musical department, nine in the Art department, three in the department of Physical Culture and one in the department of Domestic Science. Mr. Dickson organized the Hamilton Teachers' Association and was its first President. He was President of the Wentworth Teachers' Association and Chairman of the High School Masters' Section of the Ontario Teachers' Association. He was a member of the Mechanics' Institute Board of Hamilton for seven years, a member of the Senate of the University of Toronto for six years, a member of the Senate of Knox College for the past fifteen years, and a member of the Board of Trustees of St. Andrew's College, of which he is Secretary. He was the President of Deer Park Golf Club for four years, which was merged into the Rosedale Golf Club in 1895.

Mr. Dickson married, in 1882, Mary H., daughter of the late Captain Thomas Flett, of Hamilton, Ontario.



PETER RYAN, TORONTO

A man with a personality strong enough to be the leader of an intelligent and influential following in the social and political life of Canada, an eloquent speaker, a raconteur, an art connoisseur and a large-hearted man of the world, Peter Ryan is a representative leader of a class that has made its influence felt in the founding and growth of the Dominion. He is probably the most representative type the country possesses of the progressive Celt. Partly of Irish and partly of Scottish descent, he is the son of Bernard Ryan, a native of Ryan's Town, County Down, Ireland, who as a young man removed to the North of England and engaged in the shipbuilding trade, and of his wife, Susannah Tait, a lady of Scottish descent. The subject of this sketch was born in the historic English city of Carlisle on August 23rd, 1842, and received his early education in the Church School there. As a young man he engaged in the horse and cattle trade and later became an auctioneer and general trader, making his home in Lancashire. Early in life he acquired an enthusiasm for the old school of English Radicalism, and was a constant student, even while engaged in commercial pursuits. The famous Lancashire statesmen and

orators, Gladstone and Bright, aroused in him the spirit of enthusiasm, and on such models the fine oratorical style which has since made Mr. Ryan famous may be said to have been founded. Coming to Canada in the early seventies, he engaged in the wholesale woolen trade, and later in the manufacturing of clothing and of Swiss embroideries at Toronto. He was not long resident here before he began to play a prominent part in public affairs, identifying himself with the old Reform party, then led by Hon. Alexander Mackenzie and Hon. Edward Blake. A Roman Catholic in religion he speedily became one of the most eminent of the Irish Catholic wing of that party. From 1879 to 1883 he sat in the Toronto City Council, and in 1880 was the candidate of the Liberal party for West Toronto for the House of Commons, his opponent being the late Mr. James Beatty, LL.D., the then Mayor of Toronto, and an eminent citizen. The strongest forces of the Conservative party were thrown into the riding to compass the defeat of this brilliant opponent of the Conservative policy. Mr. Beatty was victorious after a hotly-contested campaign, in which the great Conservative Finance Minister, Sir Leonard Tilley, himself took part. Mr. Ryan came nearer victory than any Liberal candidate in the same riding since. This contest caused him to be recognized as one of the strongest campaigners in the Dominion, and his gifts were in demand everywhere. During the eighteen years of Conservative rule at Ottawa no man did more to keep alive the fires of Liberalism, and in the campaign of 1896, which finally brought his party into power, his voice was heard in nearly every riding in Ontario. On January 1st, 1890, he was appointed Registrar of Deeds for East Toronto, and still holds that office. He has of late years taken a deep interest in the lumber industry, and more square miles of timber territory have passed through his hands than those of any other Canadian. As an orator Mr. Ryan is gifted with a musical expression, a wealth of ideas, a beauty of imagery and a command of language that very few can boast. He is noted for his broad-mindedness and rigid temperance principles. His hospitable home, Grosvenor Street, Toronto, shows him a connoisseur of pictures and objects of art. He has dabbled in journalism, and is the author of a most eloquent brochure on his early idol, Gladstone. He has frequently but unavailingly been urged to re-enter public life.

He was married in July, 1861, to Miss Margaret McConnell, and has seven surviving children, two sons and five daughters.

JOSEPH W. ST. JOHN, M. P. P., TORONTO

A legal practitioner of note, and a public man of importance in his native Province, is Joseph W. St. John, of the city of Toronto, the son of James St. John, an Irishman, and Jane Lloyd, a native of Wales, his wife. He was born on July 17th, 1854, in the township of Brock, in the Province of Ontario, and there educated at the public schools until the age of fourteen, when he assisted on his father's farm until the age of twenty-one. He then attended the Uxbridge High School for a short term, and Cobourg Collegiate Institute for a year and a half. In 1877 he matriculated at Victoria University, Cobourg, and graduated in Arts in 1881, winning the Mathematical Scholarship. In 1884 he was admitted to the degree of Master of Arts. He became a student at law in 1881 in the office of Blake, Lash & Cassels of Toronto, and commenced the practice of law in 1884. From 1884 to 1886 he was a member of the law firm of Cameron, Caswell & St. John, from 1886 to 1894 of the firm of Haverson & St. John, from 1895 to 1899 of St. John & Thompson, and in 1899 formed a law partnership in Toronto with D. C. Ross, under the firm name of St. John & Ross, which continues to conduct a large and lucrative law practice in Toronto.

An ardent Liberal-Conservative, and an excellent public speaker, he made his first appearance on the public platform in 1888 in support of the late Hon. N. Clarke Wallace in West York. In 1892 he was the Liberal-Conservative candidate for the Ontario Assembly in West York, and at the general elections for the local legislature in 1894 he defeated the Liberal candidate, Mr. W. J. Hill. In 1898 he was not so fortunate in a contest with the same opponent in the same constituency and suffered defeat by the small minority of thirty-five. In the general elections of 1902, for the same constituency, against the same opponent, for the same legislative body, Mr. St. John was successfully returned by the large majority of 419. The subject of this sketch has from the beginning of his Parliamentary career taken a prominent part in the debates of the Assembly, is an attractive and convincing speaker on the platform, and is recognized as a strong and



ready debater on the floor of the House. The speech delivered by him in March, 1903, in reference to the charges of Mr. R. R. Gamey, M.P.P., against the Ross Administration, was probably the greatest he has ever delivered. Seldom has a more courageous, more powerful or more admirably balanced deliverance been heard in the Ontario Parliament. It dominated for the time being the Legislature and the Government, and its strength fairly wrung from the Provincial Secretary the hitherto unsecured admission that on the evening of the preferring of the charges he had tendered to the Premier his resignation.

Mr. St. John is a Director of the Central Life Insurance Company of Toronto. A member of the Masonic Order of high degree, A.F. & A.M., and R.A.M., he is Past District Deputy Grand Master A. F. & A. M. Toronto District No. 11, a Knight Templar of Geoffrey de St. Aldemar Preceptory, Toronto, and a Shriner of Rameses Temple A.A.N.O.M.S. and a member of the A.O.U.W. and of the I.O. O.F.

A Methodist, he married Jennie A. Mitchell, of Uxbridge, Ontario, who died in 1892, and Helen S. B. Cameron, of Arthur, Ontario, formerly of Antigonish, N.S., in 1894. He has a family of five children, Winonah M., James Cameron, Helen B., Catherine I., and Margaret E.

Mr. St. John is a member of the Senate of Victoria University and identified with several political, social and athletic organizations.



THOMAS CRAWFORD, M. P., TORONTO

A prominent Provincial legislator, an important factor in the cattle industry of Canada, and the head of financial institutions of great importance, Thomas Crawford, of the city of Toronto, is a personage of note in the political and industrial life of the Dominion. The son of James Crawford, an Irishman, and a cattle merchant of Fermanagh, Ireland, who removed to Canada in 1865, taking up his residence in Toronto, with his wife Jane Crawford and family, he was born in Fermanagh, Ireland, on the 14th of August, 1847. He was educated at the public schools in Ireland until the age of seven, and afterwards for years at the Mercantile Academy of Toronto.

At the age of seventeen the subject of this sketch began life's battle on his own account, working in the workshops of the Northern Railway Company in Toronto, for years. When twenty-one years of age, he entered into the cattle business with his father, which business he has continued, and for thirty-six years has been one of the most successful and extensive commission merchants in the Province of Ontario. For years Mr. Crawford has been

a large exporter of cattle, both to Great Britain and the United States. Possessing a thorough knowledge of live stock, particularly cattle, and of the export business in relation to Canadian cattle, and having personal acquaintance with the local conditions and men throughout the Province of Ontario, and a keen insight into the fast-growing West, the subject of this sketch has for years occupied a leading position among the men of Canada interested in the development of the breeding and marketing of beef cattle for foreign and local markets, and the firm of Thomas Crawford & Co., of Toronto, is recognized throughout the Dominion as a factor in that industry.

Interested in public affairs, municipal and political, Mr. Crawford was for years a member of the Toronto City Council. At the general elections for the Provincial Assembly of Ontario, 1894, he was the candidate of the Liberal-Conservative party for West Toronto, and was elected a member of that Legislature. At the Ontario general elections in 1898 he again was the Liberal-Conservative candidate for the same constituency and was re-elected by a large majority, and in the Provincial general elections in 1902 he was re-elected, receiving the largest majority given to any candidate in the Province.

In religion he is a Wesleyan Methodist, is a prominent Orangeman, known throughout the Dominion as a sturdy exponent of the principles of the Orange Order, a member of the Independent Order of Foresters and a Mason also. He married, in 1878, Isabella Fyfe, of Toronto, and has a family of five children.

Mr. Crawford is President of the Central Life Insurance Co., of which he was one of the organizers and provisional directors, organized in 1900; is President of the Equity Fire Insurance Co., of Toronto, organized in 1898 with a capital of \$500,000, and of which he was one of the organizers and provisional directors, being elected Vice-President and acting President in 1901 and in 1902 President. He is also President of the Metropolitan School of Music, and Vice-President of the Board of Governors of the Western Hospital.

RANDOLPH MACDONALD, TORONTO

Randolph Macdonald, of the city of Toronto, is a prominent figure in the development of Canada.

He was born in Drummondville, Ontario, on the 30th of March, 1849, being a son of the late Angus Peter Macdonald, a Canadian by birth, but of Scotch descent, who represented West Middlesex in the Parliament of the Dominion of Canada for a number of years.

Educated at the famous school of Dr. Tassie in Galt, and at Hellmuth College, London, his first business was as Superintendent and Clerk on the construction of the Cleveland and Mahoning Branch Railroad, Cleveland, Ohio; he then joined his father and brother in a railroad contract lasting for three years on the Jamestown and Franklin Railway in Pennsylvania.

In 1870 he associated himself in partnership with his brother W. E. Macdonald under the firm name of W. E. Macdonald & Company, and secured the contract of section 13, consisting of 30 miles of the Intercolonial Railway at Metis in Quebec, considered the heaviest filling-in work on the railroad, which work was completed with credit to the contractors.

In 1875 the firm built sections 1 and 2 of the Lachine Canal and the Wellington Basin, near Montreal, for \$1,250,000.

In 1880 the same firm built the Fenelon Falls section of the Trent Valley Canal, including two locks and approaches. In 1887 Mr. Macdonald was awarded the Don Improvement contract by the city of Toronto and continued the same in partnership with Mr. Alexander Manning, the well-known contractor and capitalist, under the firm name of Manning & Macdonald. From 1891 to 1903 this firm built the Port Dalhousie Harbour Works, the Midland Division of the Grand Trunk Railway to Campbellford, Ontario, the Esplanade Works of the city of Toronto, the Canadian Pacific Railway Section on the Don River, the Toronto Belt Line Railway, Section 13 of the Soulanges Canal at Coteau Landing and Section 9 at Coteau-du-Lac, these two sections costing \$1,200,000, and the St. Lawrence River improvements at Cornwall.

In 1902 the Manning interest in the firm was



purchased by Mr. Macdonald, who then engaged in a large harbour contract at Three Rivers, Quebec, also several other dredging contracts.

He has a comprehensive grasp of public affairs and has made himself prominent in financial and commercial circles where he is known as a sound business man. He was a promoter and organizer of the Sovereign Bank of Canada, incorporated in 1901 with a capital of \$2,000,000 and a provisional Director of the same, and was afterwards elected and is now the first Vice-President of that institution. He was also a promoter and organizer of the Crown Life Assurance Company of Toronto, with a capital of \$1,000,000, and was elected a Director and also a member of the Executive Board of Management.

Mr. Macdonald is a Presbyterian and a prominent member of Chalmers Presbyterian Church, Dundas Street, and is also a member of the Masonic Order A.F. & A.M.

Married in 1875 to Jeannie Ferguson, of Montreal, he has a family of three children, William R., Assistant Manager of the Ohio Cooperage Company, Cleveland, Ohio; Mabel, wife of Charles A. Barton, with the Westinghouse Electric Company of New York, and Frank, a student at St. Andrew's College, Toronto.



GEORGE McCORMACK, M.P., ORILLIA, ONT.

A lumberman holding a high position in the commercial life of Canada, the head of an influential firm, operating extensively in two Provinces, and a member of the Dominion Parliament, closely in touch with the interests of his native country, George McCormack, M.P., of the town of Orillia, in the Province of Ontario is looked upon as an important factor in the progress of his native country. Of Irish descent on the paternal side, and Scotch on the maternal, his mother being a Mackenzie, the subject of this sketch was born at Lochaber, in the county of Ottawa, and Province of Quebec, on the 12th of October, 1856. Educated at the public schools of his county, he entered into the lumber business, which he has followed with much success throughout his life. Having acquired a thorough knowledge of the many phases of this varied business in the Ottawa Valley, he became interested in the lumber industry in the then comparatively unknown district of Parry Sound, where the opportunities for lumbering operations were many. The success that has met his efforts

and shrewd foresight justified the course he adopted in devoting his energies and business acumen to the development of the lumber trade in that part of Canada now generally known as New Ontario. For many years he has been extensively engaged in the lumber business in the Muskoka, Parry Sound, and Algoma districts. As partner of the late Angus McLeod, member of Parliament for North Ontario in the Canadian House of Commons, (who died in the year 1903) under the firm name of McCormack & McLeod, a large business was carried on in the lumbering operations of Northwestern Ontario. Mr. McCormack has large interests in the lumber trade of British Columbia.

Interested in public affairs, he was an unsuccessful candidate for election in the general elections of 1890 for the constituency of Parry Sound. In 1895 he was elected by acclamation as councillor in Orillia. In the year 1896 he successfully contested the riding of Muskoka and Parry Sound for the House of Commons against W. H. Pratt and Colonel O'Brien, the sitting member. In the general elections of 1900 he was re-elected for the same constituency over his opponent, R. J. Watson, Esq.

A Presbyterian in religion and a member of the Independent Order of Oddfellows, he married in 1883, Emma J., daughter of Z. Cole, Esq., of Colebridge, Ontario, and resides in the town of Orillia.

Mr. McCormack is also interested in the milling industry and in mercantile business, and has mills at Vancouver, British Columbia, and at Haliburton in the district of Algoma, and has a general store at Uptergrove. In British Columbia he has secured a number of valuable timber limits, and the mill established by him, with modern machinery, is working to its full capacity.

Mr. McCormack is conceded to be a man of great natural abilities, distinguished for his sound judgment and unassuming manner. A Liberal-Conservative, he has many friends in both parties, and has developed greatly since his advent into Federal politics. He is a good friend and a fair opponent.

